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Volume CCXXVI No. 2941

The SPHERE, London, August 11, 1956

The SPHERE

with which is incorporated THE GRAPHIC

THE THREE-POWER TALKS ON SUEZ—MR. SELWYN LLOYD, SIR ANTHONY EDEN, M. PINEAU AND MR. DULLES MEET FOR DINNER DURING THEIR TWO DAYS OF CONSULTATIONS IN LONDON: Britain, France and America decided to invite twenty nations to a conference in London next Thursday to discuss a system of international control of the Suez Canal. However, Britain and France also made it clear that they are taking steps to prevent the Canal remaining indefinitely in Colonel Nasser's hands.

While the representatives of Britain, France and America were drafting their joint communiqué announcing the summoning of the international conference on Suez, the Queen was approving a Royal Proclamation recalling certain categories of the Army reserve. These two actions indicate the policy which was being followed by Britain last week-end in reply to Colonel Nasser's seizure of the Suez Canal. The conference will consider the establishment of an international company or agency to control the Suez Canal so that the freedom and security of its passage can be preserved. The twenty-three nations invited to join Britain round the table in London included the parties to the Convention of 1888—among them Egypt and Russia—and other nations largely concerned in the use of the Canal. But Britain and France are understood to have told America that they are determined that Egypt shall accept international control of the Canal and that if peaceful means fail they are prepared to use force. They do not intend to allow the conference to drag on indefinitely. For this reason certain elements in the British Army reserve were recalled, other precautionary measures taken for the Navy and the Air Force, and France concentrated her Mediterranean Fleet. Meanwhile the reply of Egypt to all this international activity was anxiously awaited. Colonel Nasser received the invitation to London soon after making a wild speech in Alexandria. (Further pictures of the Three-Power talks on page 201.)

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PEACEFUL ATOMS FOR GERMANY

AN AGREEMENT IS SIGNED IN LONDON: Herr von Herwarth, West German Ambassador in Britain (standing), and Herr Franz-Josef Strauss (sitting, on right) watch Mr. Selwyn Lloyd initial an important document at the Foreign Office in Whitehall. Under this agreement the Federal Republic can buy from the United Kingdom certain types of research reactors and the necessary fuel elements. Germany will also be supplied with unclassified information about reactor design, construction and operation. The agreement states that the materials and information will be used only for peaceful purposes. Provisions have been made in the agreement for safeguards to ensure this.

A FAMOUS ACTRESS RETURNS TO LONDON

MISS GLADYS COOPER ARRIVES TO TAKE OVER A PART AT THE HAYMARKET THEATRE: She is being greeted at London Airport by her daughter Sally and her son-in-law Mr. Robert Morley. She had flown from New York to take over the part of Dame Edith Evans in the play *The Chalk Garden*. Miss Cooper played the part on Broadway. Dame Edith was taken ill and had to go into hospital.

FRED ASTAIRE COMES ON HOLIDAY

THE FAMOUS DANCER'S FIRST VISIT TO BRITAIN FOR TWELVE YEARS: Mr. Astaire is with his fourteen-year-old daughter, Ava, at London Airport. The dancer, who delighted London audiences a quarter of a century ago and then achieved an international film reputation from Hollywood, had arrived for a holiday, which included seeing his filly Rainbow Tie run in the Lavant Stakes at Goodwood.

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A London Newsletter

195-198, STRAND, W.C.2.

A Dreadful Dilemma.—Truly the situation which to-day faces the Premier is a fearful one. There is no time or sense in considering the "might-have-been," in suggesting the errors of successive British Governments in their dealings with breakers of international treaties. In recent years all governments have been hamstrung in dealing with such situations during the awkward interregnum between the virtual abandonment of force of arms as a sanction and the tardy progress of any effective international means of arbitrament to take its place. In this interregnum between "gunboat" diplomacy and international arbitrament, critics must always bring the charge of surrender to aggression and of appeasement and of total loss of dignity, and no one can deny that the smaller nations have snatched their golden opportunities during this interregnum. The Suez dilemma is clear and terrible. The history of recent decades since the rise of Hitler and Mussolini assures us that economic sanctions cannot halt the aggression of even doubting dictators—Abyssinia, for example. On the contrary, such sanctions rally the nation to its aggressor-dictator. On the other hand, Korea was held up as a turning-point in modern history when, because that situation hit the U.S.A. so hard, she made history by initiating combined resistance by force. But the U.S.A. to-day is preoccupied with her Presidential Election (Nasser is as shrewd as Hitler was in his timings), and is probably not willing to go so far as she went in Korea, or as she would go if the Panama, and not the Suez, Canal were threatened. However, Mr. Dulles's visit to London certainly showed a very considerable desire for co-operation. Moreover, Russia has already ranged herself on the side of Egypt in the dispute, diplomatically so far, in giving assurances of all sorts of support in economic matters, but reserving her intentions if Egypt were to be confronted with force of arms. The British nation, to judge so far by the flood of indignation released in letters and speeches, offers the unhappy Premier little encouragement to restraint and none at all to surrender. One feels that this time, smarting with shame and indignation over recent British surrenders to Egypt and elsewhere, a majority of us recklessly demand : "*Il faut en finir.*"

Anybody's Guess.—And, pray, what *is* the answer ? In the first hours of this crisis, the Premier's reasoning must have considered some of the arguments that follow. Economic sanctions afford no immediate solution. There is no hope in any international Court of Arbitration. Force of arms could no doubt succeed in time in bringing Egypt to reason. But where stand our allies ? It were folly to march alone. The French are with us in spirit but are powerless to help. The Americans have not yet declared their intentions in that grim event. The Russians, on the other side, have left their intentions in the air like a thunder-cloud. And the reactions of the Arab States and of Israel, and the risks to our sources of vital oil are alike unknown quantities. What is common knowledge is that the Near East is a powder magazine and British policy in recent administrations has been rightly and solidly set against lighting the fatal, unguarded match. Such was the appalling dilemma and responsibility which faced Sir Anthony on the eve of what was to be a pleasant and restful Mediterranean holiday. Unless he could rally within a matter of days all the N.A.T.O. nations to concerted action of a kind that might be effective, effective action seemed impossible and another unilateral surrender likely. If he succeeded, the camps, it seems, will be formed for another bout in a far-from-cold war. It seems hopeless to expect from U.N.O. anything like concerted action to keep the powder magazine door bolted. But, just as we exaggerate the importance of a game of cricket, so perhaps the first shock of Nasser's coup has exaggerated this crisis. Public opinion in its indignation has once more forced from the Government a promise in brave words (such as we heard in the early days of the Canal Zone crisis). The Government will not tolerate the free passage of shipping through the Canal being left to the mercy of Nasser's political whims. That pledge he cannot afford to go back on. We must wait and hope that the big Western Three will find a solution without striking a match.

Pinchbeck Dictator ?—A man normally is not to be judged by his face. I remember my first appearance as a new J.P. The chairman was a retired general of the old red-necked school. We retired to consider our verdict on a poacher. The chairman, sweeping aside the evidence, gave us a lead: "Guilty, of course, *look at his face.*" We have improved on that judicial procedure in more recent times. Criminal trials are not concerned with appearances but with legal evidence. Does that apply in the wider field of international relations ? I do not think so. There is colour for the belief that for years past in England, Governments have interpreted the analogy too strictly and have not taken in consideration the personalities of the leaders of those nations with whom they are dealing as seriously as they should. That certainly has applied to our relations with nations under the threat of, or responsive to, dictatorship. The power of a dictator in modern times to commit his people to a nationalistic course of recklessness is proved again and again and has become proverbial. The long line of wreckers of world peace from Stalin, Hitler and Mussolini, and onwards to Nasser, underlines the danger of not recognising the nigger in the woodpile and not studying the character of the real enemy. You and I and the red-necked generals might claim to have spotted the nigger and found that his face condemned him. And certainly Nasser has a nasty face. But we and our Governments have had a long enough time to size him up on better evidence, the evidence of his deeds. He ultimately depends and (leading his nation as he does) Egypt depends for sheer survival on his good name, and his name is *dirt*, East and West, for lies, treachery and shameless personal opportunism. In the last years up to the end of World War II, world opinion of the Egyptians and their leaders, of their corruption, cowardice, treachery and instability, was proverbial. Their violent political revolutions have not made a new and purged nation of them, and their claim to lead even the Arab world is unsubstantially based on boost and bluff. It is this nation and their present leader to whose threats and stabs and boosts we have truckled until the average Englishman's skin tingles with shame. I don't know if our ministers are average Englishmen. If they pause to turn back recent pages of history, they can put it to the proof.

AN ANNIGONI PORTRAIT

THE PAINTER AT WORK IN HIS KENSINGTON STUDIO: Twenty-two-year-old Miss Sharmini Teruchelban, from Ceylon, sits in Pietro Annigoni's studio as he works on her portrait. The eminent Italian painter said that Miss Teruchelban was the first girl from the East whom he had painted and, "of course," he added, "she is the most beautiful." Miss Teruchelban called on Annigoni one day at his studio and the painter was enchanted by her appearance. It was in this manner that the idea of the portrait was conceived.

Centenary Reputations.—I was never a hero-worshipper, but I have sometimes regretted how very soon after their deaths men whom I have admired and reckoned as worthies are forgotten by posterity. The realisation of that undoubted fact may sometimes be a good corrective to ambitious men who in their lifetime believe that—aided by shrewd publicity—they cut important figures in their day. They can fairly be assured that ten years or less after even flaming obituary notices in *The Times*, their names will be writ on water. Yet, I fear, public amnesia almost as soon blots out the names of much greater men—with this comforting qualification: the truly great will come back, the mediocre are gone with the wind for ever. It was so with Shakespeare. It took a century and a half, and the fortuitous circumstance of an actor's success with some of his forgotten plays, to create the monument and living worship of Shakespeare which has never since ceased to grow. And as with the giants, so with lesser men o

real quality. For longer or shorter periods they are bound to fall into the shadows, they and their works, but sometimes they come out again with the light. Of course, the nature of their works affects their immortality chances. The actor and singer must always make-do with hearsay tributes which become legendary. Even in these days of sound and visual records they cannot return in full quality. The statesman may find his achievements cancelled out or diminished in importance in the march of history, and certainly his great speeches can never reawaken the thrill felt by those who heard them.

The Best is Immortal.—The writer is more happily circumstanced. His books survive. A good book does not depend merely on the continuing authority of its subject matter. His philosophy, religion, science, and so on, may be outmoded or contradicted by new discoveries and fresh approaches, but his work survives on other counts. Bishop Gore was a profound scholar and theologian and his influence in religion was great in his day. I don't think he ever published an inferior book, though many of his earlier were "little" books, and he was always anxious to write for the understanding of the general public. But to-day I believe the students of the theological colleges are not interested in his teaching. He is in the shadows, but will re-emerge. To-day we celebrate the centenaries of Shaw and Irving. The actor, with less ultimate expectation of survival, has fared so far better than Shaw. Shaw went out of fashion with unexampled speed, as black satin went out of fashion when Mrs. Manning chose it for her hanging dress. Some say his lack of humanity or his vanity cost him even the first conventional period of respect and admiration after death. Others, of course, deny his inhumanity and charge his reputation for vanity to the fact that satire, sarcasm and integrity expressed in paradox are all Greek to the general. Whether or no he will come again, he was quite certain to have his period in the shadows. But by and large we have the comforting assurance that every great man and every good book is, sooner or later, assured of a return, and that is, as near as may be, immortality. We also have the not less comforting assurance that mediocrity which succeeds in lifting itself in its lifetime on a pedestal is assured of utter oblivion before the grass has grown over its grave. Let the V.I.P.s of our day, whom the columnists boost, work harder to keep their glory alive while they live. They can't take it with them or leave it behind them.

Dust and . . . Ashes.—For the record, a note on the late fourth Test at Manchester, the match of records. Laker's record, Richardson and Cowdrey's record, Evans' record, Sheppard's record, Australia's collapse record, Craig's four-day innings record. The record searchers, not satisfied with this bonanza, discovered that Sheppard was the first *clergyman* to score a century in an Australian Test. Compare "the young person of Dover who bowled eighteen wides in an over which had never been done by a clergyman's son on a Thursday in August at Dover." Then, of course, the wicket was a "record." The grass was too short and the dust kicked up. Win, tie or wrangle? Not by the beaten players but by their journalist camp-followers whose job perhaps it is. The Australians, a very moderate Test side as Test sides go, got into a panic spin and were frightened out by Laker on a wicket on which the Englishmen flogged the spinners. They did much better in the second innings on presumably the same piece of turf. The Ashes—for what they are worth—are safe in England for eighteen months. The match has its niche in history and will be quoted for years to come—*ad nauseam*.

"Nine-day Tests"?—Here was a Test Match which found three days of play too long, as a correspondent pointed out to me. Certainly. The weather took charge of the balance of days. The language of irony is always a dangerous language to use in public and requires a shrewd interpreter. All the same, the luck of the toss will always play its part in the result and the luck of the English summer weather *is* a factor to be reckoned with. Coolly stated, England won easily with nearly an hour in hand. Emotionally stated, Laker will well deserve the baronetcy for which (surely) the Premier will recommend him!

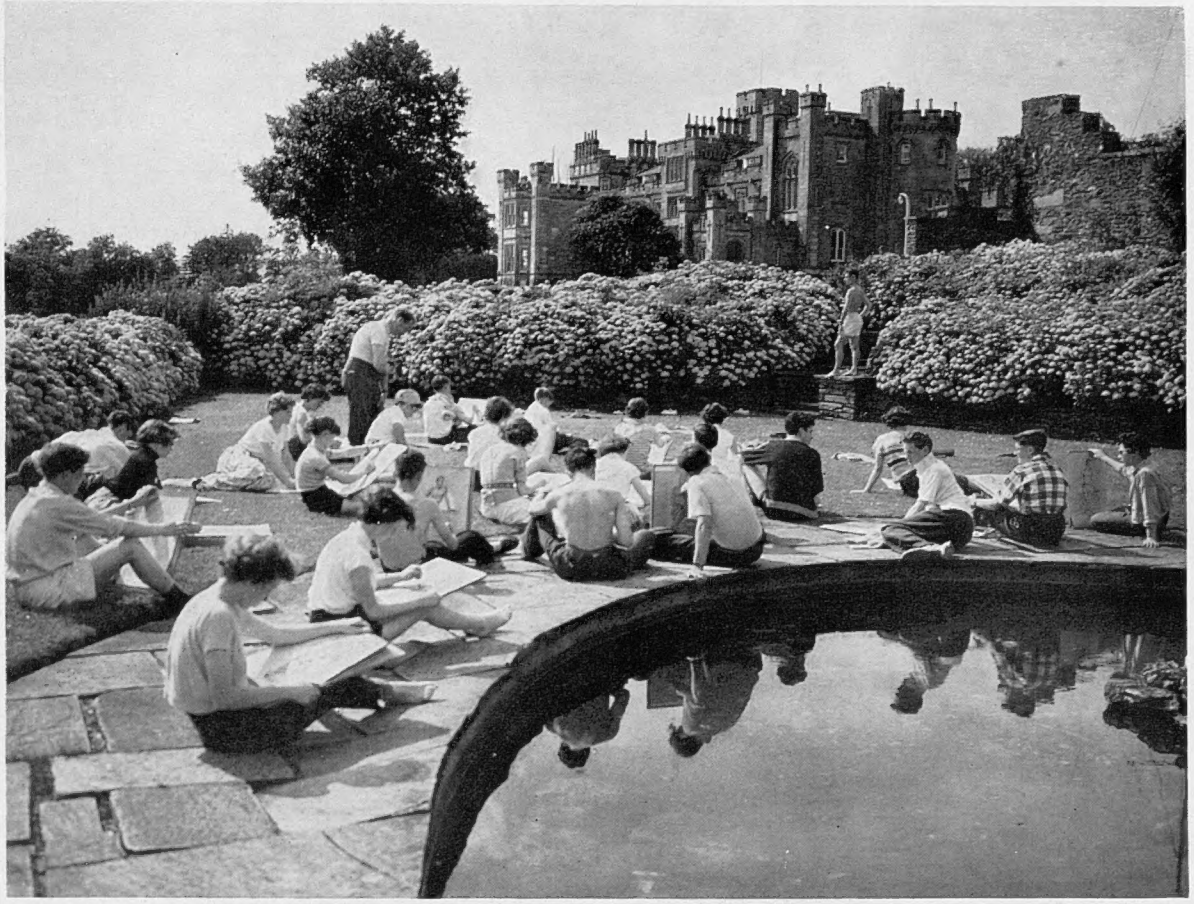
THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE EDINBURGH FESTIVAL

An Appreciation of the Ten Festivals by Iain Crawford; Sketches of Edinburgh's Outlook Tower by John Mackay

GLASGOW CORPORATION'S ART COURSE



AN ARTIST'S CASTLE: Young artists engaged on an art course, run by the Education Department of the Glasgow Corporation, sit in the grounds of Toward Castle, Dunoon, while attending a life class. The model is one of the students.

AT WORK IN THE CONSERVATORY: A group of girl students at Toward Castle choose the fascinating subject of flowers in the conservatory as their composition. The students select their own subjects.

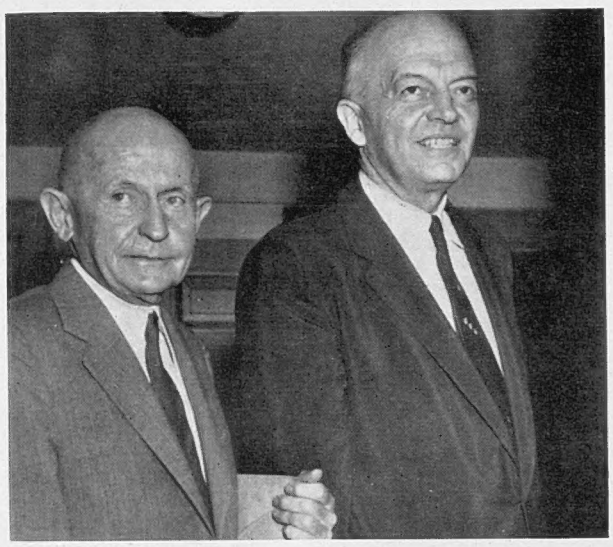
The Education Department of the Glasgow Corporation have set up an art course at Toward Castle, Dunoon, at which students from the city are invited to attend. In the castle at the moment are seventy-four students drawn from all the senior schools in Glasgow which have become affiliated to the scheme. Under a superintendent, an assistant superintendent and eight art teachers from the city, the students are given encouragement and expert guidance in developing their talents. When these pictures were taken Mr. James Miller, A.R.S.A., R.S.W., was the visiting artist. Each student must be prepared to undertake the arduous task of posing in turn for the others on the course. The life in the pleasant grounds of the castle and the beautiful surroundings does much to add to the enthusiasm of the young art students. The guidance which they receive at the hands of well-qualified teachers is supplemented by a balanced programme of sketching and painting on a variety of subjects.

A FAVOURITE SUBJECT: One of the subjects which is painted over and over again is this old houseboat set among a group of trees near to the castle. The owner can usually be persuaded to pose for the young students. One of the rules of attendance on the course is that each of the students must be prepared to pose for the others.

THE PRESIDENTIAL SWEEPSTAKES

Senator Kefauver Withdraws from the Race in Favour of Mr. Stevenson

SENATOR KEFAUVER BACKS MR. ADLAI STEVENSON: Standing beneath an exit sign in the Willard Hotel, Washington, Senator Estes Kefauver announces his withdrawal from the Democratic Presidential race. In an unexpected move, the Senator for Tennessee announced that he would campaign for Mr. Stevenson in the Party candidature. Besides Senator Kefauver are Mr. J. Donahue, his campaign manager (left), and Mr. J. Howard McGrath, vice-chairman of the Kefauver Committee.



On right—

MR. STASSEN CONFERS WITH THE PRESIDENT: Accompanied by his assistant, Mr. Peasley (left), Mr. Stassen leaves the White House after talks.

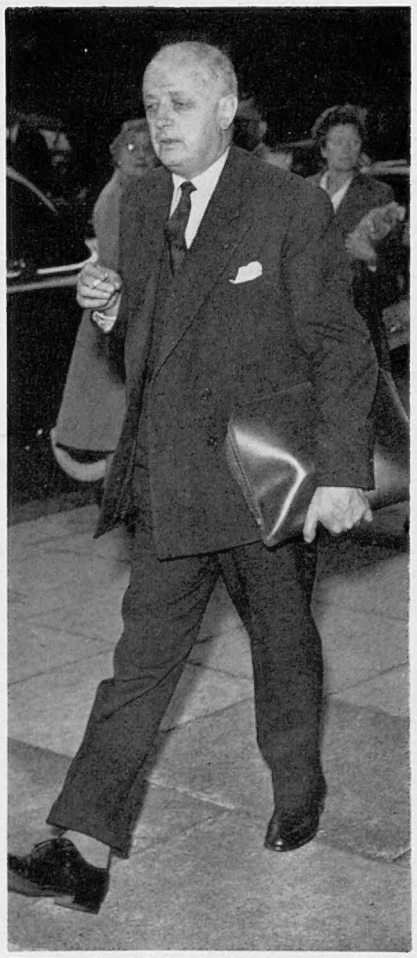
A SMILING PRESIDENT: Mr. Eisenhower steps out of his plane at Washington Airport after a short stay at his Gettysburg farm. According to his medical advisers he is in fine health.

MR. ADLAI STEVENSON IN GOOD HUMOUR: A smiling Mr. Stevenson speaks to reporters in Chicago after the announcement of the withdrawal of Senator Kefauver from the Democratic Presidential nomination. On the right is Mr. Finnegan, his campaign manager. The former Governor of Illinois said that there was "no deal" between Senator Kefauver and himself.

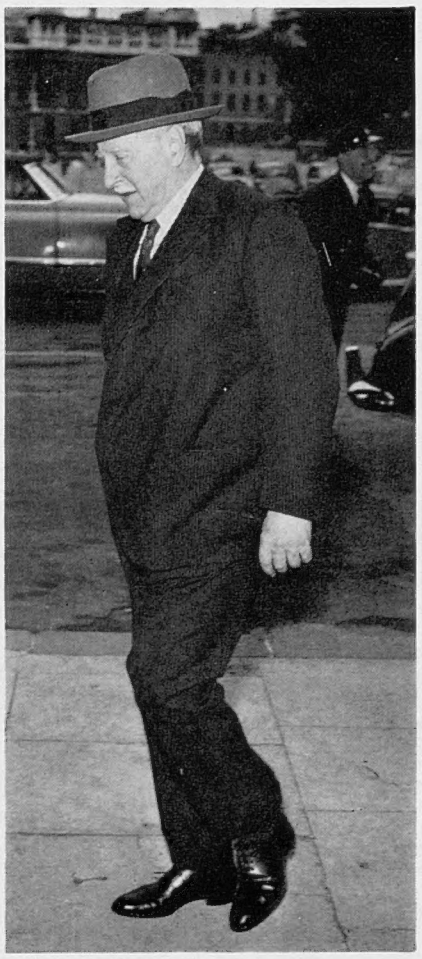
In withdrawing from the Democratic Party Presidential nomination, Senator Estes Kefauver has given very powerful support to Mr. Adlai Stevenson's campaign as the party's nominee. Making the announcement of his decision to withdraw, the Senator said that since the primary elections for the convention delegates he had "realistically surveyed" the situation and had decided to withdraw in favour of Mr. Stevenson, whom he asked his supporters to back wholeheartedly. Mr. Stevenson was the party's presidential nominee in 1952 after he had heavily defeated Senator Estes Kefauver in the crucial primaries.

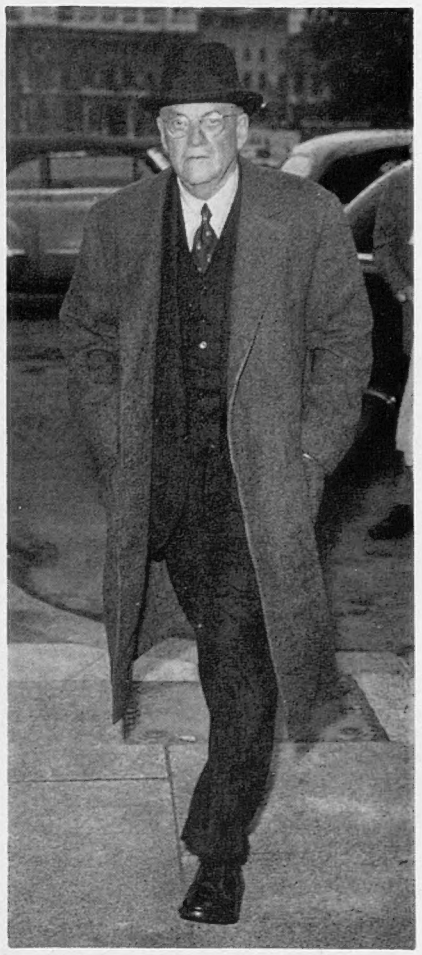
The news of this apparent consolidation of the Democratic Party ranks is all the more important in the light of the announcement that President Eisenhower has given Mr. Stassen leave to continue with his personal campaign to find another Republican Vice-Presidential nominee in place of Mr. Richard Nixon. Mr. Stassen supports Governor Christian Herter of Massachusetts to succeed Mr. Nixon. This new campaign must have placed the President and the Republican Party in an awkward position. For if the President had demolished Mr. Stassen's plans by insisting on having Mr. Nixon as his Vice-Presidential candidate he would have clinched Mr. Stassen's basic argument that the party's San Francisco convention is being foreclosed. It was probably to avoid this that President Eisenhower gave Mr. Stassen leave of absence to conduct this campaign.

THE PRIME MINISTER: Sir Anthony Eden leaves No. 10, Downing Street to speak on Suez in the House of Commons.

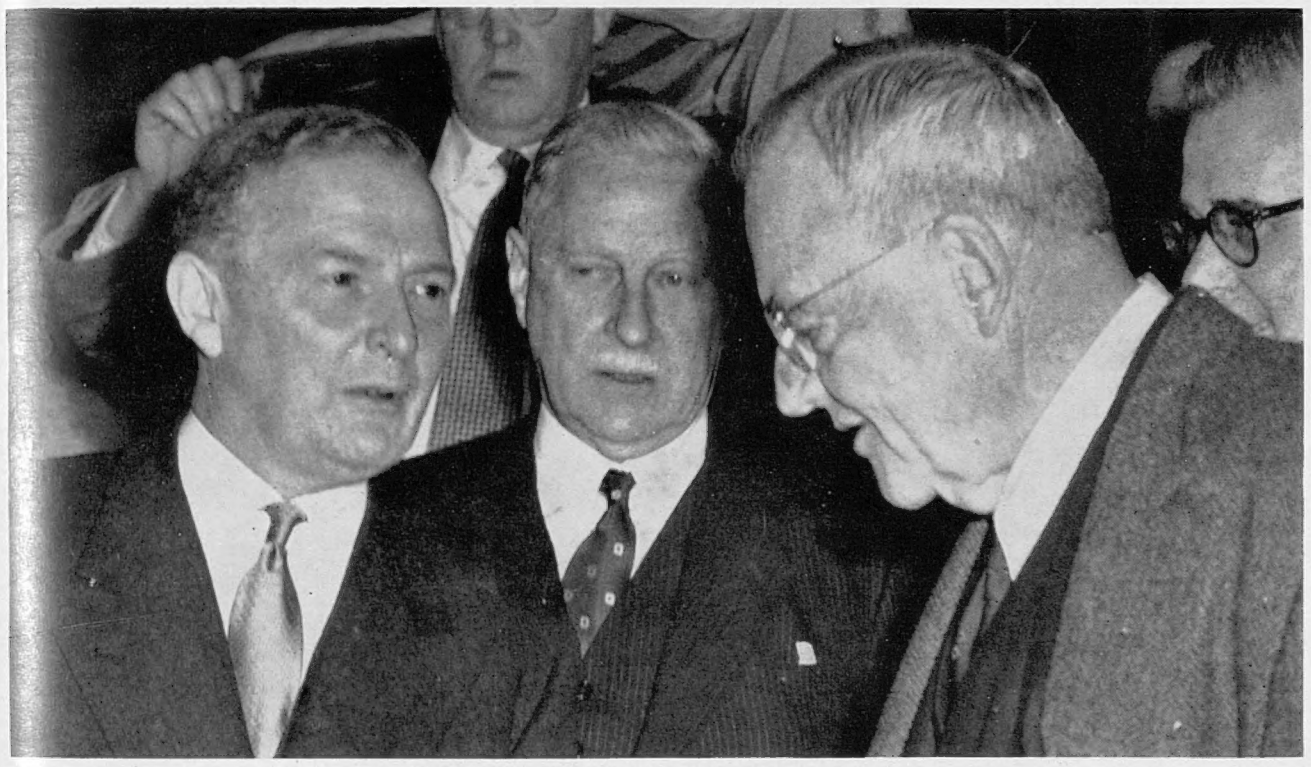


FRANCE'S SPOKESMAN AT THE BIG THREE TALKS: M. Pineau, the Foreign Minister, enters the Foreign Office in London.





THE AMERICAN POINT OF VIEW: *Left*—Mr. Winthrop Aldrich, the United States Ambassador, and *right*—Mr. John Foster Dulles, the U.S. Secretary of State, look grave as they arrive in Whitehall. Mr. Dulles had flown from Washington.



TENSE DAYS IN LONDON

Pictures of Personalities and Whitehall Scenes during the Three-Power Talks on Suez

On left—

AGREEING ON POLICY: Mr. Selwyn Lloyd, the Foreign Secretary (left), Mr. Winthrop Aldrich (centre) and Mr. Dulles have a final word together at the end of the Three-Power talks at the Foreign Office. Before leaving by air to return to Washington, Mr. Dulles said that there had been "complete agreement." This was taken to mean that America supports the strong line taken by Britain and France against Colonel Nasser's nationalisation of the Suez Canal, and does not disagree with the Anglo-French determination to enforce international control of the Canal upon Nasser if the forthcoming conference of twenty-four nations, which is due to start next Thursday, should prove abortive.

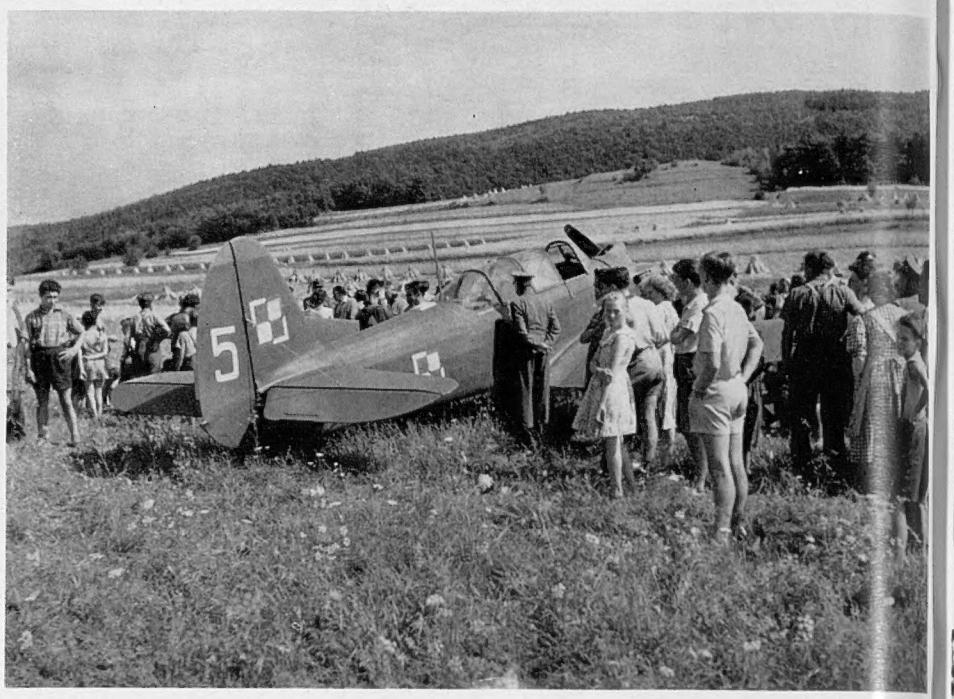
NO PARKING-SPACE IN DOWNING STREET: The narrow street between the Prime Minister's official residence and the Foreign Office is crowded with the cars of diplomatists and politicians during the tense days of the Three-Power discussions.

WATCHING AND WAITING: A large crowd is gathered on the steps at the end of Downing Street and round the entrance to the Foreign Office to watch the comings and goings in the deliberations between Britain, France and America.

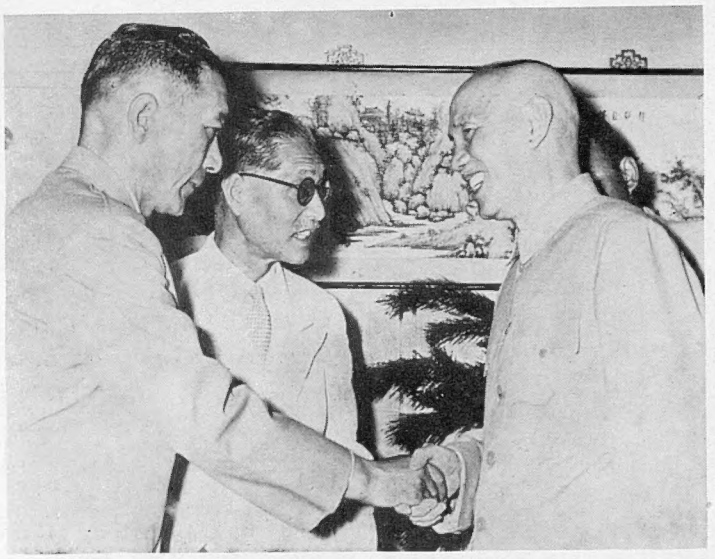
A FOREIGN SURVEY

A Mid-August Summary of Diverse World Events

POLITICAL DETAINEES IN CYPRUS : Some of the young men who are detained for political reasons by the British authorities gather for a meal in the detention camp near Nicosia. Athens Radio and other Greek sources have been attempting to make propaganda capital out of this camp by comparing it with the notorious German concentration camps and describing its conditions as "reminiscent of Buchenwald or Dachau." The appearance of those in this picture is enough to rebut so irresponsible a charge.

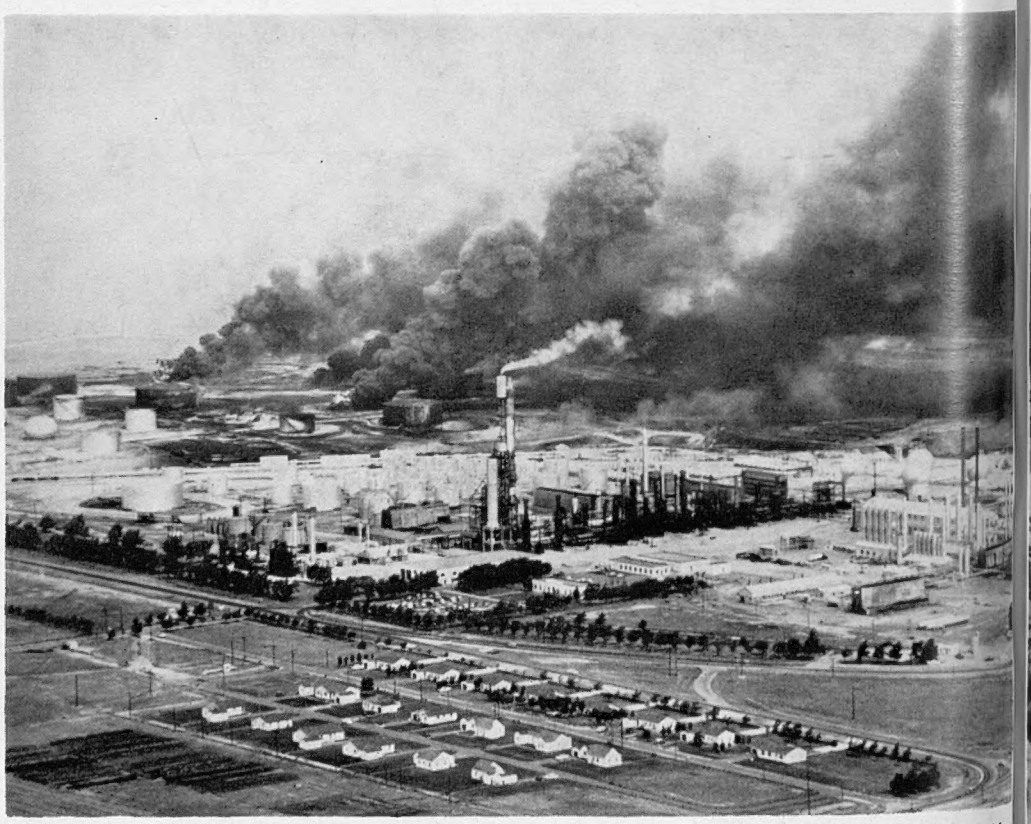


FOUR POLISH PILOTS ESCAPE TO FREEDOM : One of the planes in which four Polish Air Force Officer Cadets escaped to Austria, lies in a field near Oberbergen. The other plane used in the flight crashed in the forest near Kirchberg. Both planes were Russian-type Yak-18 trainers. The four young pilots took off from Deblin Airfield, near Warsaw, and flew to the west until their fuel ran out. Then they crash landed.



OLD ENEMIES SHAKE HANDS : General Chiang Kai-shek, the leader of the Chinese Nationalists (right), welcomes Major-General Katsushiro Mizumachi, Commandant of the Japanese Air Academy (left), to the Chinese Nationalist stronghold of Formosa. They discussed increasing exchanges of information between Japan and Chinese Nationalists.

On left—
A NEW DEAL FOR GREEK AIRLINES : Mr. Aristotle Onassis, the shipping magnate (on left), Mr. Martis, Greek Under-Secretary of Commerce (centre), and Mr. Thiveos, Minister of National Economy, sign an agreement in Athens. Under it Mr. Onassis takes over civil air communications in Greece. He is planning to modernise the airlines, and to extend their overseas services.



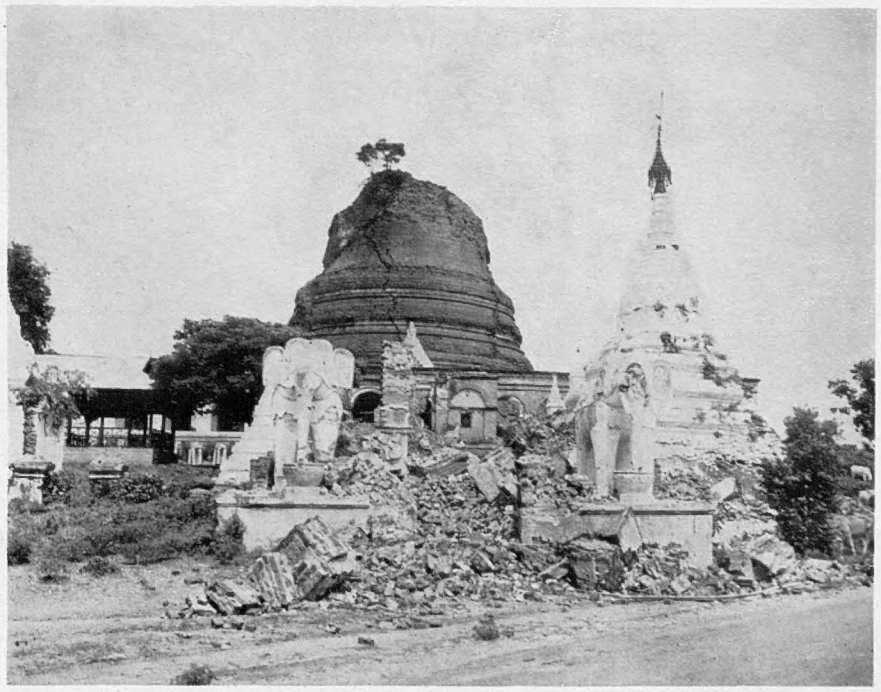
NINETEEN KILLED IN AN AMERICAN OIL-STORAGE EXPLOSION : *Above* and *on left*—Dense and scorching clouds of smoke and flame are belching from burning tanks in the Shamrock Oil and Gas Corporation's oil-storage plant near Dumas, in Texas, U.S.A. A fire broke out in the plant and quickly spread to five of the huge storage tanks, which blew up with a devastating blast. Nineteen men were enveloped in a furnace of intensely hot flames and killed instantly. Thirty-two people were taken to hospital with burns, some of them being in a critical condition. A railway bridge a quarter of a mile away from the explosion was destroyed.

MR. KHRUSHCHEV'S DAUGHTER GOES SIGHTSEEING IN GREECE : Nadiezda Khrushchev carries a sunshade as she accompanies a party of Russian tourists on a sightseeing tour of the Acropolis in Athens.

MARSHAL TITO ON HOLIDAY IN CORFU : King Paul of Greece, Queen Fredericka and Marshal Tito watch as an old monk kisses Madame Tito's hand during a visit to the Greek Orthodox monastery on the island of Corfu. Marshal Tito and his wife were guests on the island of the Greek Royal couple.

ROYAL MARRIAGE IN MALAYA : The son of the Sultan of Kedah, Tenghu Abdul Malik, and his bride, the daughter of the Sultan of Selangor, pass in procession through the streets of Klang, near Kuala Lumpur, after their marriage.

EAST AND WEST TOGETHER : Sir Donald MacGillivray, the High Commissioner, sprinkles holy water on the bridal couple during the ceremony of the "Bersander" at the Istana Bukit Kota, in Klang. This ceremony concluded the long marriage ritual.



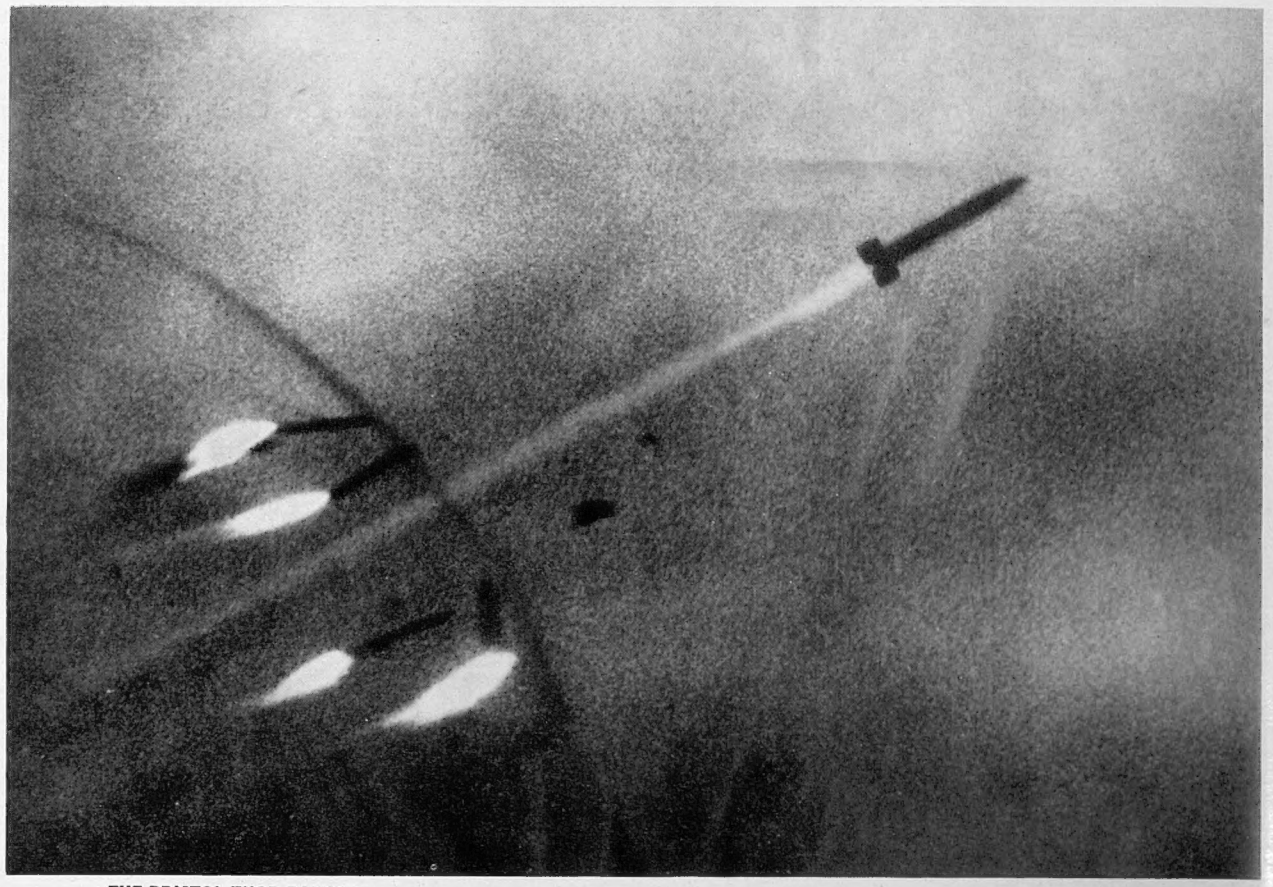
HEAVY DEATH ROLL FROM EARTHQUAKES IN INDIA AND BURMA : *Left*—Rescue workers search buildings wrecked by an earthquake at Anjar, an industrial town of 20,000 inhabitants, in Kutch, north of Bombay. The disaster affected a 350-mile coastal belt and over 100 people were killed. Nearly 300 are reported to have been injured. In Anjar alone more than 1,000 houses were completely wrecked. *Right*—Much of the structure of the Sinmyashin Pagoda in Sagaing, on the Irrawaddy River, opposite Mandalay, in Burma, has been reduced to rubble and stone by an earthquake. Thirteen people were killed by this falling masonry and several others were injured.

POWERFUL NEW MISSILES

Britain and the United States Test their Latest Developments

Although no precise figures of performance of the Bristol Thor ramjet engine have been given, it has been disclosed that the missile it propels has flown faster over greater distances than any other ramjet vehicle hitherto developed in this country. With the aid of rocket boosters test vehicles powered by the Thor, have accelerated from zero to more than 1,000 m.p.h. in a few seconds from a cold start. More than 200 test vehicles have already been flown.

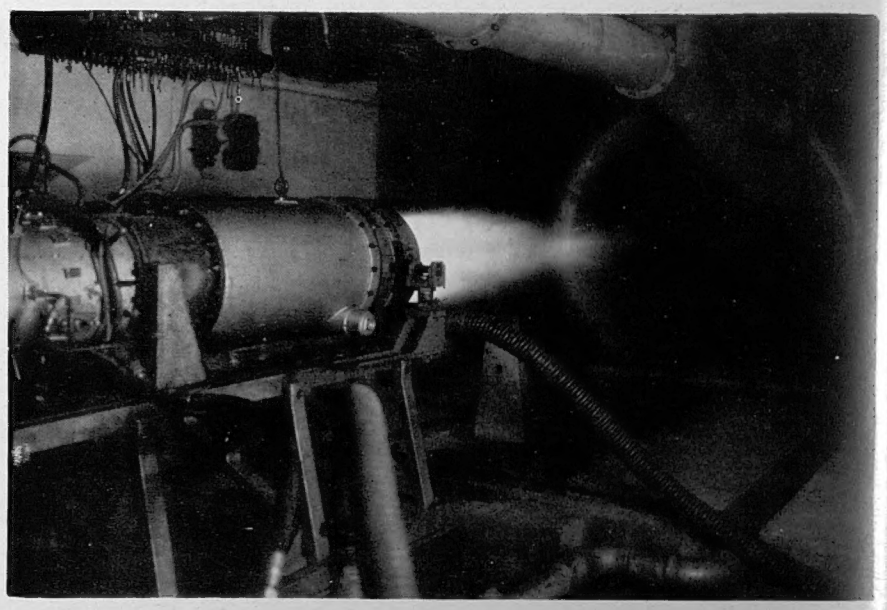
The Thor ramjet is shaped in the form of a cylindrical tube, about 9 ft. long with slightly tapered ends. Although it is a form of jet-propulsion engine it has no moving parts, mechanical compressor or turbine. Air is forced into the ramjet when travelling at speed and this is mixed with burning fuel, with the result that the gases emerge from the rear to give the ramjet its propulsive thrust. The Thor ramjet is launched from the ground and accelerated by high rocket booster motors. Its possible uses include the supply of additional power to an aircraft and as a supersonic power unit for guided missiles. The Thor test vehicles have been designed and built by Bristol Aero Engines Limited, under Ministry of Supply contract.

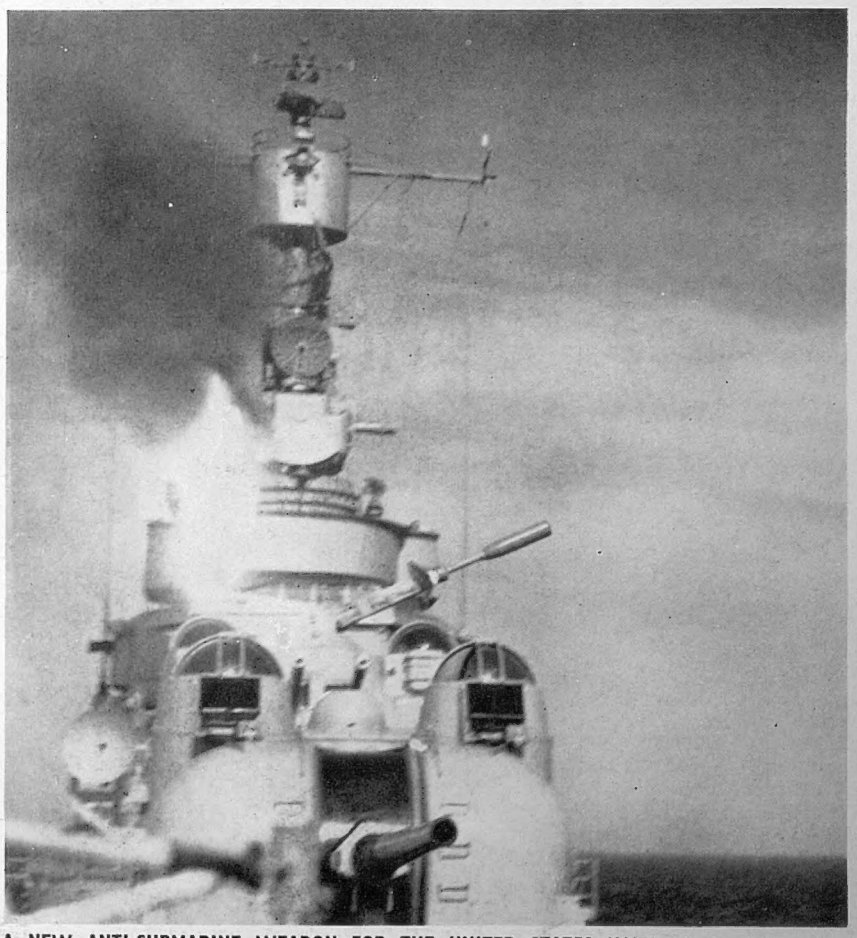


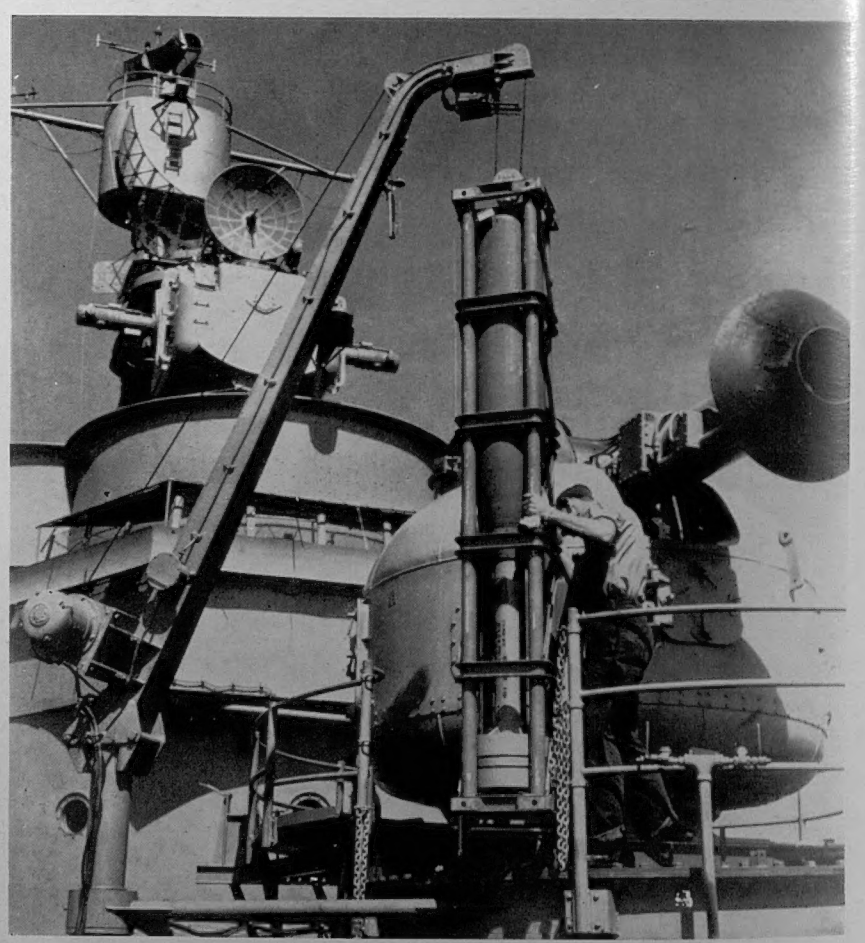
THE BRISTOL THOR RAMJET: Four booster rockets are seen separating from a guided missile propelled by the Thor at over 1,000 m.p.h. Orders for the ramjet have been placed by the Government.

***On left*— THE RAMJET AND ITS MAKERS:** Standing by a model are engineers responsible for its development. From left are H. N. Gorrell, chief engineer of Ramjets; M. A. Nedham, engineer in charge of Ramjets Developments, and Dr. R. R. Jamison, assistant chief engineer of Ramjets at Bristol Aero Engines Ltd.

***On right*— TRIALS IN A SPECIAL TEST CELL:** Large quantities of air delivered at high velocity to the intake of the Ramjet are necessary for static testing.







A NEW ANTI-SUBMARINE WEAPON FOR THE UNITED STATES NAVY: *Left*—"Weapon Able," which allows greater range and latitude of attack when enemy submarines are detected, is fired during a trial from a U.S. warship. *Right*—A rocket is loaded. The shield at the end of the launching barrel diverts the explosive blast upwards, thus protecting the decks. The rocket can be fired rapidly from a distance and the launching barrel can be trained in an almost complete circle as soon as contact is made. One of the main advantages is that the ship does not have to turn during an attack. The missile weighs approximately 500 lb. and its explosive weight is about equal to that of a conventional depth-charge. It sinks rapidly and covers a larger area than the old-type depth-charge.

Sir Bernard Docker Loses

A Meeting of B.S.A. Shareholders Endorses his Dismissal

Rarely have company affairs received such publicity as was accorded to the extraordinary general meeting of the Birmingham Small Arms Company in London. It had been summoned at the request of a proportion of the stockholders. This action had been taken at the wish of Sir Bernard Docker, who was dismissed from his post as chairman and managing director earlier this year. Sir Bernard spoke first in moving his resolution deploring the board's action in removing him and expressing no confidence in them. The other main speakers were Lady Docker and Mr. John Sangster, the B.S.A. chairman, who defended his board's decisions. Sir Bernard's resolution was defeated by 365 votes to 118 and Mr. Sangster's resolution of confidence in the directors' action was carried by 240 votes to 51.

Briefly, there were two main points in the dispute between Sir Bernard and the directors. First, it was alleged that in the conduct of the company's affairs he had sometimes failed to consult or inform the board. Secondly, there was the matter of Sir Bernard's expenses. According to the board, some of this money had been used for special cars and for clothes for Lady Docker. Sir Bernard spoke for sixty-five minutes in defending himself, but the voting at the meeting showed a majority of over 3 to 1 against him and in favour of the present B.S.A. board's policy.

THE CENTRAL FIGURES : Sir Bernard and Lady Docker arrive for the extraordinary general meeting in London of the B.S.A. shareholders. Sir Bernard's attempt to reinstate himself as chairman and managing director was defeated when his resolution expressing no confidence in the present board was lost by 365 votes to 118.

On right—

SHAREHOLDERS ARRIVE : Possessors of stock in the Birmingham Small Arms Company hold their tickets of admission outside the entrance to Grosvenor House, where the meeting was held.

A MUCH-PUBLICISED OCCASION : Spectators outside Grosvenor House watch B.S.A. shareholders entering the Great Room of the hotel. The meeting had been summoned, at the request of Sir Bernard Docker, by 2,600 stockholders holding about 20 per cent. of the shares.

THE CHAIRMAN OF B.S.A. : Mr. John Sangster sets out for Grosvenor House. A large majority approved his action in dismissing Sir Bernard.

THE EXTRAORDINARY GENERAL MEETING IN PROGRESS : Sir Bernard Docker, in the left foreground, is addressing the B.S.A. shareholders in the Great Room of Grosvenor House. In his speech of sixty-five minutes he sought to justify his conduct of the company and his expenses. He was followed by Lady Docker. Then Mr. Sangster spoke.

b

THE "ATLANTIC RAILROAD" IN COLOMBIA: One of the sixty steel bridges which are to be built along the route of the railroad lies ready to be placed across the Magdalena River. The bridges are prefabricated and then slide into position on prepared concrete bases. The railroad will run from the industrial and agricultural heart of the country around Barranca, Medellin, Cali and Bogota, the capital, to the Caribbean ports of Santa Marta and Barranquilla.

THE PATH OF THE ROADBED: A group of earth-moving machines clears a way through thick undergrowth for the advancing permanent way. For most of its route the "Atlantic Railroad" crosses the uplands of the Andes at levels ranging between 3,000 and 4,000 ft.

"ATLANTIC RAILROAD"

The Colombian Government is Building a 468-mile-long Railroad from the Heart of the Country to the Caribbean Sea

AT WORK ON THE RAILROAD: A gang of local workers labours on the roadbed which advances at the rate of 8 miles a month. Most of the steel rails are imported, but native hardwoods are used extensively for the rail ties.

The 468-mile-long "Atlantic Railroad," which in 1958 will link the industrial and agricultural centres of Colombia with the Caribbean seaports, will constitute one of the country's greatest economic assets. At the moment the only way to transport goods direct to the sea is by means of the Magdalena River, the Mississippi of Colombia. But the picturesque old stern-wheelers which make the journey, pushing the loaded barges, can take as long as two months for the trip when the river is low. The new railroad will do it in two days. It will provide a swift and cheap means of transport for all the imported and exported goods from the ports of Barranquilla and Santa Marta to the heart of the country about Barranca, Medellin, Cali and Bogota. This will eliminate the initial long journey to the Pacific ports and the following haul through the Panama Canal to the Caribbean.

The railroad begins about 75 miles north-east of the capital, Bogota, where it connects with the existing railway at Puerto Salgar. It will follow the Magdalena River for about 250 miles, then swerve to the east to bypass the treacherous swamplands which are flooded in the rainy seasons. From there it will continue to Fundacion, 540 miles by rail north of Bogota. Fundacion is already connected by a 58-mile-long railway to the Caribbean seaport of Santa Marta, and to augment this the Colombian Ministry of Public Works is building a new highway for tractor and trailer transport as a link to the other Caribbean port of Barranquilla. Thus the two ports will be linked with the "Atlantic Railroad."

The roadbed of the future railroad is now progressing at the rate of about eight miles a month through rolling country, often covered with dense tropical undergrowth and occasionally crossing vast swamp areas. At no point, however, will the gradient exceed 1 in 200. The cuttings through which the roadbed runs are often 70 to 100 ft. deep. For the many streams and gorges the contracting engineers have ordered some sixty prefabricated steel bridges which can be quickly swung into position on prepared concrete castings when needed. Two of these bridges will be over 1,000 ft. in length in order to span the Magdalena River. In addition, the contractors have themselves already a certain number of smaller bridges for the less difficult obstacles.

Most of the railroad is being built by European and local contractors working from specifications provided by the Colombian Ministry of Public Works and the Madigan-Hyland South American Corporation. As for the materials, 75-lb. rails are to be used for the 3-ft. gauge, which will include about 15,000 tons of Belgian rails. It is estimated, however, that after 1959 the Paz del Rio steelworks, in Colombia, will supply enough rail for all replacements as well as for the remainder of the country's railway system. It is even possible that the steelworks

THE LINK WITH THE SEA: The thin ribbon of the advancing roadbed stretches each side of the Magdalena River. When it is completed in 1958 the railroad will short-cut the Panama Canal by linking Colombia's ports with her industrial and mineral resources, providing direct route to the Caribbean.

A RELIC OF THE PAST: An old river steamboat plies between the Caribbean ports and the inland cities. River shipments on the Magdalena can take as long as two months, but the railroad will do the journey in two days.

THE INDUSTRIAL HEART OF COLOMBIA: A helicopter hovers over the Empresa Colombiana de Petroleos refinery on the Magdalena River at Barranca Bermeja. The refinery is an American investment in a country which is ranked ninth among oil-producing nations.

will supply rail for the "Atlantic Railroad" should production exceed the present expectations. The sleepers for the roadbed will be cut from native hardwoods which should be good for some eight to ten years. In addition, most of the ballast for the roadbed is being taken from gravel which is screened and crushed to size locally. By present specifications, 1,200-h.p. Diesel engines will haul trains of fifty-sixty coaches on the new line.

The Colombian National Railway has already embarked on a rehabilitation programme for the country's existing 1,600-mile railway system which will feed the "Atlantic Railroad." According to the Madigan-Hyland Corporation, which has surveyed this system, a capital improvement programme, estimated at about £14,280,000, will be essential to attain the maximum operating efficiency as well as to allow the most benefit from the new railroad. At present the Colombian rail system is Government subsidised, but, according to the contractor's calculations it can produce a healthy profit estimated at a 15 per cent. net income after depreciation and debts have been subtracted. But this precludes completion of the "Atlantic Railroad" and modernisation of the existing system.

The cost of this large undertaking is estimated at about 200,000,000 pesos (£28,570,000). Towards this total the Colombian Government has already appropriated 93,000,000 pesos for construction, and the International Bank for Reconstruction and Development has set up two loans totalling almost £15,000,000.

A great help in the programme is the policy of the Colombian Government to encourage foreign investors. In 1951, the foreign exchange provisions were liberalised and simplified so that the American and European firms operating in the country could withdraw their capital and earnings at any time they wished under very reasonable stipulations. To-day the rights and obligations of aliens resident in Colombia differ only in minor respects from Colombian nationals, and business opportunities are practically the same for each.

The natural resources of Colombia which the new railroad will help to exploit are extremely great. Up to now the oil reserves which lie along the route of the "Atlantic Railroad" represented the biggest field of American and foreign investment. Four American oil companies are operating in Colombia helping to make it the ninth largest oil-producing country in the world. But investment in manufactures is also growing rapidly and more than fifty large foreign organisations are established there. The centre of this development is the city of Cali, in the Cauca Valley, which is an agricultural paradise where the top soil is often 30 ft. deep. It is against this background that the new railroad takes on its economic significance.

PARIS MOURNS HER "PRINCE DES GASTRONOMES"

Some Sidelights on the Summer Scene in the French Capital

By GEORGE SLOCOMBE

THE NEW LIGHTING IN THE CHAMPS ELYSÉES: The well-known Parisian thoroughfare has now an added charm at nights following the recent installation of a new system of lighting to replace the charming but out-of-date gas standards erected in 1859. The selection of this system, produced by the Société Saunier Duval, followed tests by the authorities. A picture of one of the trial fluorescent lamps appeared in "The Sphere" of June 9.

THE late "Prince" Curnonsky, a modern Brillat-Savarin, was chiefly responsible for the revolt against the over-complicated French dishes of the nineteenth century and the return to relatively simple cooking. He will be remembered not only as a very erudite authority on food and wine, but also as a simple and friendly man who accepted his immense prestige in the gastronomic world with smiling wit and modesty. He was short and negligently dressed, with a drooping moustache and a deprecatory manner of brushing off idle compliments.

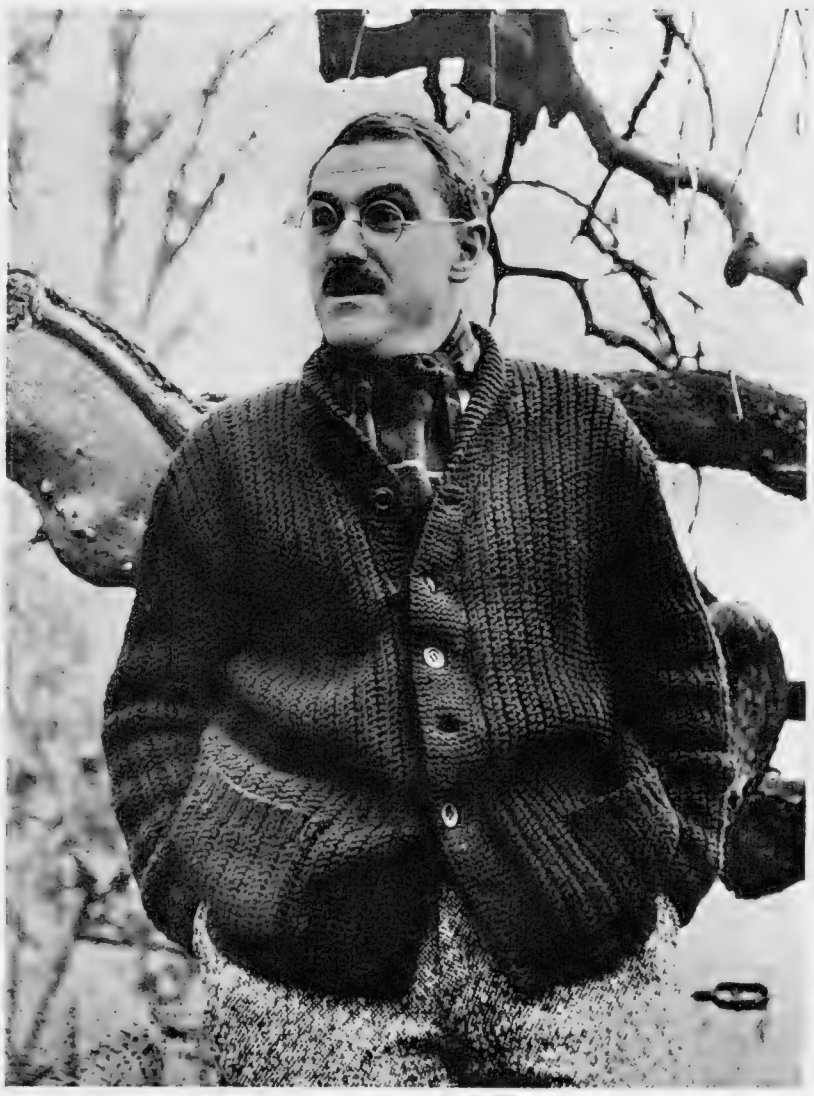
Curnonsky's real name was Maurice Sailland, and he was as French as a man born in the rich Lucullan country of Anjou can be. He believed that French cooking is the best in the world, and only after a voyage to China did he make the reluctant concession that Chinese cooking is nearly as good. But his other patriotic boast had less justification. He was a persistent pipe-smoker (he favoured an old-fashioned cherrywood) and he affirmed to me one day that he always smoked the coarse grey-black French tobacco, which he maintained is far superior to all others. He campaigned vigorously, if not always successfully, for simple meals, with only one main dish after a light *entrée*, and insisted that only one wine, red or white, should be drunk throughout the meal. One of his most impressive gastronomic aphorisms was contained in his advice to housewives not to neglect the inferior parts of bird or beast. "*On ne fait pas la bonne cuisine avec les bons morceaux, mais avec les bas morceaux.*"

I met Curnonsky for the first time at Vichy, when we were both guests at the inauguration of the season. The star of the party was the young King Norodom of Cambodia, a handsome and genial young man who spoke perfect French and has since developed unsuspected gifts of statesmanship. A year ago he handed back his throne to his father, who had himself abdicated earlier in favour of his son, and took on the more arduous job of Prime Minister.

To my surprise, Curnonsky drank Vichy water and ate nothing at lunch. He only had one meal a day, and that usually at night. On this diet he managed to sample the finest food in France. He also managed to avoid corpulence, and to live to be eighty-four, when he met his death in an accidental fall from the window of his third-floor apartment. His funeral was attended by a large number of literary colleagues and by the principal restaurant proprietors of Paris. I asked him once how he had acquired his Slav name (his title of Prince was bestowed on him in the 1920's after a newspaper competition to elect the "*Prince des Gastronomes.*" Since then head waiters had greeted him by it deferentially). Curnonsky told me that when he began to write as a young man (he later published nearly seventy books), his father advised him to adopt, like other writers, an exotic pseudonym if he wished to impress editors and readers. The young Maurice Sailland replied "Why not?" And the Latin words *Cur non,* with the addition of a Russian suffix, became the name under which he acquired fame, if not fortune.

Jean Anouilh, dark, spectacled and intense-looking, has achieved the distinction of writing plays with an intellectual content and making the unintellectual French middle-class applaud them delightedly. His last piece at the Comédie des Champs Elysées bore the enigmatic title "*Orniphle,*" and the play lived up to its title. Few satires more savage, more brilliant and more incomprehensible have been seen and heard on the Paris stage. The hero of the play, the horribly-named Orniphle, is a successful writer of lyrics whose boast is that he can find words to fit any tune and any subject. He writes advertising slogans, song-hits for music-hall stars, and even pious hymns for a priest who is organising a concert for young girl communicants.

In private life Orniphle is a complete egoist. He is amoral, cynical, profligate. His wife has long lost her early illusions about him. His secretary, plain-featured and sentimental, has been in love with him for years, but is not blind to his faults. She reminds him bitterly of the poet and idealist he was in his youth, and acts as his conscience, in default of his own. A young medical student calls on Orniphle, and announces that he is his son by a girl with whom Orniphle had once made a sentimental journey to Greece. Orniphle has difficulty in recalling the girl. Producing a revolver, the boy tells Orniphle that he has come to shoot him. He fires the gun, and Orniphle falls, but from a heart attack; the gun was not loaded. The young man revives his father and Orniphle continues to wisecrack through the rest of the play. He teases his secretary, becomes reconciled to his wife, refuses to accept his son's diagnosis while accepting the reassurances of a specialist, but nevertheless dies in the end of another heart attack. The audience is left nonplussed but relieved that such a monster of egoism is only mortal. The dialogue is brilliant, the action is incredible, but the public adores Anouilh and accepts his dramatic mystifications without question. The truth is that he is still incomparably rich in invention, but does not often produce a work so good as *Antigone* or *L'Alouette.*



JEAN ANOUILH, POET AND DRAMATIST: The ever-popular French dramatist still writes plays that continue to draw enthusiastic audiences. His latest at the Comédie des Champs Elysées was one of the most savage satires seen in Paris.

Before the play I dined at a restaurant which I had not visited since the early 1920's—*chez* Véfour, in the Palais Royal. Véfour has had extraordinary success since the war. This is due partly to the cookery talks which the handsome, black-bearded young proprietor gives on television, and partly because of the enthusiasm of Jean Cocteau, who lives nearby and dines frequently *chez* Véfour when he is in town. The cooking, the wines and the service are good but not sensational. On the other hand, the prices are high, the restaurant is outside the fashionable quarter, and the Palais Royal, historic and beautiful as it is, has been for many years deserted at nights. But since the late Colette, aged and infirm in her last years, was brought from her apartment in a sedan chair, carried by the waiters of the restaurant, to dine with her friends of the Académie Goncourt, it has become chic to dine here. It is now even more fashionable, for Princess Margaret dined *chez* Véfour during her last visit to Paris (her name, like that of other celebrated visitors, is inscribed on the wall behind the seat she occupied).

This is the high season for tourists in Paris, and it is also the pleasantest period of the year for the Parisians who are forced to remain in the capital. In the cool of the evening the streets are almost quiet in some quarters, and the concierges may be seen taking the air, sitting placidly on cane-seated chairs outside the door of the building in their charge. The late Marshal Joffre, whose sister had married a Paris concierge, was once recognised in a quiet street in Passy deep in familiar conversation with his sister and brother-in-law as they took the evening air. The normal traffic has diminished perceptibly and coaches full of sightseers from every part of the world, including Soviet Russia, take the place of the cars now parked in coastal resorts on the Atlantic or the Mediterranean.

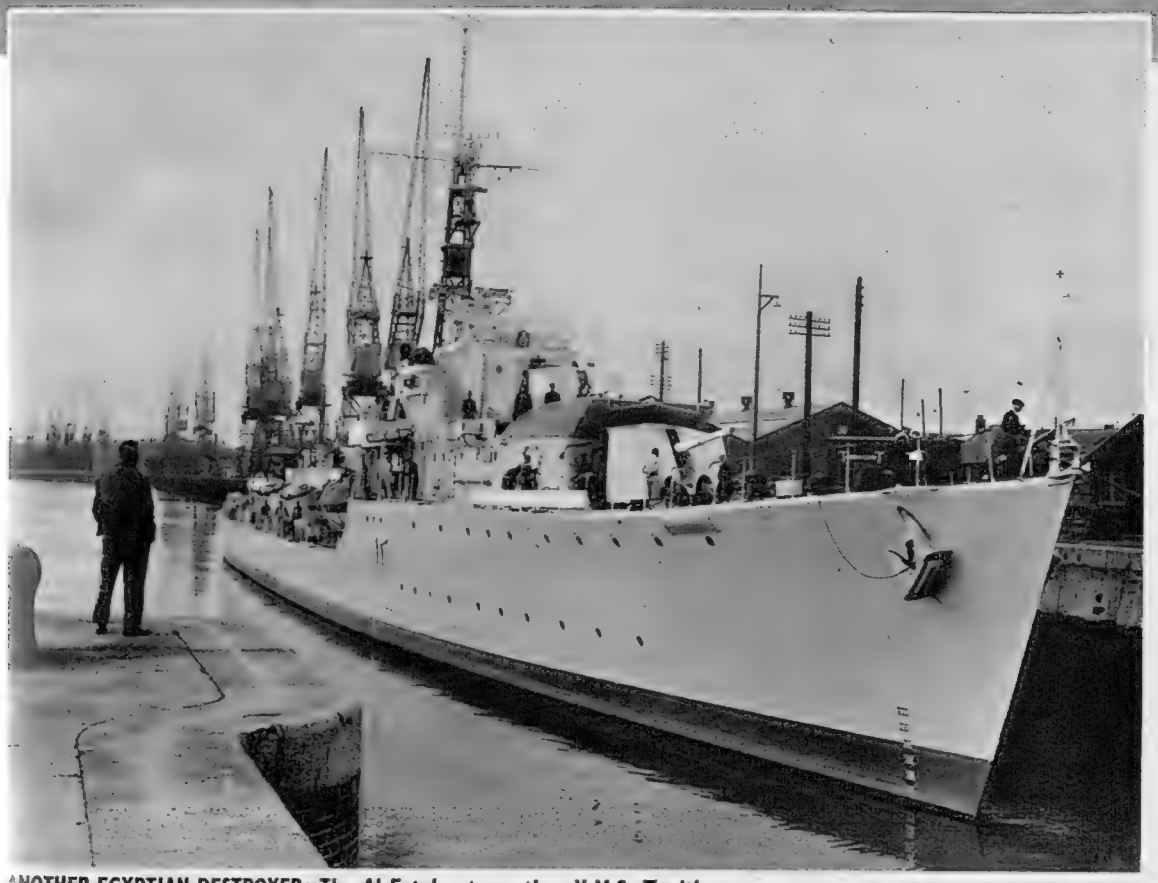
For those who like their midnights noisy, there are always the Boulevard Montparnasse and the Boulevard St. Germain. The latter, with its cluster of cafés and *caveaux*, or cellars, lies near the church of St. Germain des Prés, from whose belfry Henry of Navarre once looked over the river at besieged Paris. It was here, the other evening, outside the terraces of the Café de la Reine Blanche and the Brasserie Lipp, famous for its beer and its bohemians, a tall, lean man was playing, classical music on a simple flute-like instrument which, for our profane ears, he explained was a recorder. The *patron* of the brasserie told us that the musician had once won the annual prize of the Conservatoire. Why was he content to play in the streets? The *patron* shrugged his shoulders. Just one of the minor mysteries of Paris.

AN EGYPTIAN DESTROYER AT PORTSMOUTH: The *Al Quaher* (foreground), formerly the British destroyer H.M.S. *Myngs*, lies at her moorings at Whale Island.

EGYPTIAN CRAFT IN BRITISH WATERS

The "Al Quaher" and "Al Fateh," take on Stores and Ammunition in English Ports

The two Egyptian destroyers which have been based for some time at Portsmouth and at Southampton are expected to sail for Alexandria as soon as they have fitted out. When this will be is uncertain because of the obscure position regarding their future in the light of Nasser's actions in the Suez Canal. When questioned on the subject in the House of Commons the Prime Minister replied cryptically: "I think we can leave it to the Royal Navy to look after them." According to a Foreign Office source, however, there is no arrangement to frustrate the movements of the vessels. Both the 1,710-ton destroyers which were bought from the Royal Navy are now Egyptian ships by right of purchase and are manned by Egyptian crews. At the moment no question of their being confiscated by this country is being considered. Due to a "misunderstanding" hitches have occurred in the loading of ammunition for the *Al Quaher* from Admiralty lighters and delays have occurred in the trials programme of the *Al Fateh*.



ANOTHER EGYPTIAN DESTROYER: The *Al Fateh*, at one time H.M.S. *Zenith*, is moored at Southampton, where it is engaged in sea trials from Messrs. Thorneycroft's yard. By right of purchase both destroyers are Egyptian.

THE EGYPTIAN CREW OF THE "AL FATEH": Members of the Egyptian crew of the *Al Fateh* work on the deck of the vessel as she lies at Southampton. The embargo on arms to Egypt does not affect these destroyers.

THE PROTESTING HAND: An Egyptian rating raises a hand in protest as a photographer takes this picture of stores being loaded aboard the *Al Fateh*. Each of the two destroyers has a displacement of 1,710 tons, a main armament of four 4.5 guns and a speed of over 31 knots.

ON THE EDGE OF A NEW DEVELOPMENT AREA IN THE STRAND: The Ministry of Pensions and National Insurance Offices and the Royal Society of Arts Building in John Adam Street are on the fringe of a new development area in the Strand, which includes three major rebuilding schemes, the plans for which have been submitted to the London County Council. This section of John Adam Street is not affected by any of the current plans for development in the Strand area.

DEVELOPMENT IN THE STRAND

Plans for the Proposed Development of Three Sites in the Strand have been Submitted to the L.C.C.

Plans for a big development area in the Strand, including three main rebuilding schemes, are at present being considered by the London County Council. The first is an application by Adams, Holden and Pearson, on behalf of the English Electric Company, for an eight-storey office building, with basement and internal courtyard, to be erected on the site of the derelict Gaiety Theatre. The new building would join the existing offices of the Company and would form their London headquarters. The second application has been made by Montague Burton, the owners of the site of the Tivoli Cinema, for permission for Peter Robinson, Ltd., to demolish the cinema and to erect in its place a five-storey departmental store, with basement and sub-basement. Subject to permission being granted, Peter Robinson hope to be the first major store to introduce, in the centre of London, a contemporary building fully in keeping with the most modern architectural developments, including an innovation in the form of "air doors" at the entrances, and "movable" lift windows. They consider that there is now an urgent need for a fashion store to provide for business women in the area. The third town planning application is by Trehearne and Norman, Preston and Partners, for the development of a site bounded by George Court, Villiers Street, part of John Adam Street, York Place and the Strand. They are seeking permission for a private developer to demolish the present buildings and to erect new shops, offices and licensed premises.

THE PROPOSED STRAND SITE FOR THE NEW LONDON HEADQUARTERS OF THE ENGLISH ELECTRIC COMPANY: When the Gaiety Theatre is demolished, the Company propose to erect on the site an eight-storey office building, with basement, to join with the existing Marconi House alongside. The Gaiety Theatre was closed in 1939.

THE DAYS OF THE TIVOLI CINEMA ARE NUMBERED: If the proposal submitted by Peter Robinson, Ltd., is approved by the L.C.C. they will demolish the cinema and erect a modern fashion store on the site. The cinema is expected to be closed in the autumn. Subject to permission being granted, it is hoped that the store will be ready during 195

NARROW STREETS NEAR THE THAMES EMBANKMENT WILL MAKE WAY FOR A THIRD DEVELOPMENT AREA: *Left*—York Building, off John Adam Street, and (*on right*) a section of John Adam Street, looking towards Villiers Street, form part of the third rebuilding site which is being considered by the L.C.C. If approved, it will include shops, licensed premises and offices in nine-storey buildings. The site, near Charing Cross, is bounded by George Court, Villiers Street, John Adam Street, York Place and the Strand.

CONTRASTS IN THE AREA BEHIND THE STRAND: *Left*—Robert Street, and (*on right*) York Place, which runs into Villiers Street in the distance, are both included in the proposed rebuilding site near Charing Cross, in the south-west corner of the Strand. The development of this area is also linked with the L.C.C.'s plans for widening the Strand. As all three development areas lie within the City of Westminster the City Council has stated that there is "no objection in principle."

NEW DIESELS FOR BRITISH RAILWAYS

A Trial Trip is made of the First of the New Trains for Main Lines

THE DRIVER'S COMPARTMENT: The two windows enclose the driver's compartment of one of the diesel multiple unit trains now being built at the British Railways works at Swindon, in Wiltshire. The trains will come into service between principal cities on main lines.

THE FIRST TRIAL RUN OF A NEW DIESEL TRAIN: In the compartment with the driver is Mr. Harold Watkinson, Minister of Transport. The train is leaving Swindon on its first trial run to Paddington. The 77¼ miles were covered in 73 minutes, in spite of one check for signals.

A COACH UNDER CONSTRUCTION FOR A DIESEL TRAIN: Carpenters are at work in the structure of a coach at the Carriage and Wagon Works of British Railways at Swindon. The new stock aims at combining comfort with durability.

British Railways gave further evidence of their determination to improve their services when the first main-line diesel multiple-unit train for inter-city travel made its trial run from Swindon to Paddington. With the driver in his compartment was Mr. Harold Watkinson, the Minister of Transport, and the passengers in the coaches were railway officials and Press reporters. The train of six cars, powered by eight diesel motors, is the first of the new B.R. stock which will shortly be running on main lines between certain principal cities of Britain. Forty-three powered cars and twenty-one trailers are being built in the British Railways (Western Region) shops at Swindon where the works have been partially retooled for their construction.

THE MINISTER OF TRANSPORT EXAMINES A DIESEL ENGINE: Mr. Harold Watkinson, M.P., on left, rests his hand on a large cogged wheel of the engine of one of the new diesel trains in the workshops at Swindon before travelling on the trial run to London.

COACHES WHICH WILL SOON BE RUNNING BETWEEN BRITAIN'S PRINCIPAL CITIES: They are taking shape in the workshops at Swindon. The first set of such coaches will soon be in service in Scotland, between Edinburgh and Glasgow.

LONDON'S ROMAN FORT

Current Excavations at Cripplegate have Established that a Fort was Part of the Roman City of London

By AUDREY WILLIAMS (Supervisor of Excavations to Roman and Mediæval London Excavation Council)

Drawings by GEOFFREY S. FLETCHER

EXCAVATION in the bombed area immediately north of Falcon Square, off Aldersgate, has in recent weeks added considerably to our knowledge of the Roman fort built in London in the latter part of the first century A.D. Rather more than half of its west gateway can now be seen. This discovery has revived and stimulated interest in the fort which was identified some seven years ago. Before then its existence was unsuspected, and Roman London had generally been regarded as a purely civil settlement.

In 1946, on behalf of the Roman and Medieval London Excavation Council, Mr. W. F. Grimes (Director of the London Museum) began an examination of the Roman defences in the Cripplegate area. A cutting behind the second bastion south from St. Giles Cripplegate revealed the Roman wall in a good state of preservation. It presented, however, a startling variation from the wall as previously recorded at other points.

Normally the Roman city wall has a width of up to 11 ft. at ground-level. A chamfered plinth of purple sandstone at the base of the wall proper and levelling courses of tiles (at vertical intervals of 3 ft.) lend colour to its Kentish ragstone masonry. The soil dug from an external ditch (up to 16 ft. wide and 6½ ft. deep) was banked up against its inner face. Wall and bank were obviously of one build. The wall uncovered in 1946 had a longitudinal straight joint dividing it into two slightly unequal parts. The outer wall, only 4 to 5 ft. wide, lacked both sandstone plinth and tiles, though it stood high enough for at least the first of the levelling courses to appear. Its ditch and bank were comparatively slight affairs. The inner wall proved to be a later addition, built in a trench cut into the bank of the earlier wall, with its foundation stopping short of the original ground surface by about a foot.

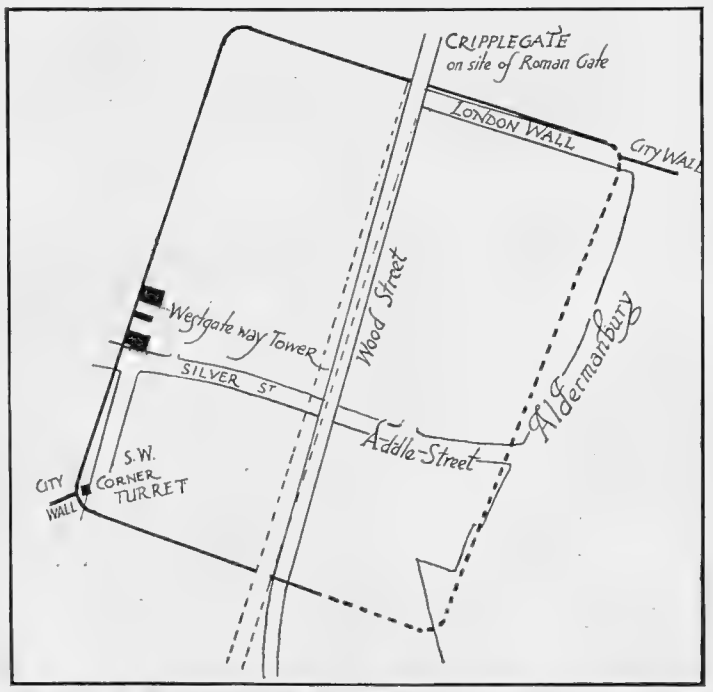
The problem of the wall's deviation from normal was pursued in cuttings northwards to Cripplegate Church and southwards to the Church of St. Anne and St. Agnes (just north of Gresham Street). Wherever the wall still survived its dual character persisted. At the inner angle of that curious "bite" into the line of the city defences known as the Aldersgate re-entrant the wall turned eastwards. At the crest of its broad curve the later addition ceased. Instead, to its inner face was attached a small square building, recognisable as the corner-turret of a Roman fort.

With this clue interpretation became easier. From the south-west corner to the Cripplegate angle, where the corner-turret had been destroyed was 260 yards. From the Cripplegate angle to Aldermanbury Postern was 230 yards; and there a small, but now telltale, kink in the otherwise straight line of London Wall marked the north-east corner of the fort. Cripplegate itself, an accepted Roman gate, lay half way along this shorter north wall. The typical rectangular outline of a Roman fort began to take shape.

Later disturbances and obstructions hampered the investigation of the other three sides of the fort. Happily, where the wall had gone the external ditch survived. In this way both the south gateway and the south-east corner could be fixed. The gateway, marked by part of its gravelled road and by post-holes in the ditch for the timbers which had supported a wooden bridge, lay slightly west of Wood Street. The sweeping curve of the ditch round the south-east angle of the fort was traced until it disappeared under Aldermanbury. The north-east corner, again, was sealed by the modern street; but the ditch confirmed its position. On the north the fort wall, with its reinforcement, crossed the churchyard of St. Alphage. Now consolidated it is to be permanently preserved.

The fort wall, over half a mile round, enclosed about 11 acres. Its principal roads would roughly coincide with Wood Street, from north to south, and Addle Street—Silver Street, from east to west.

The only chance of seeing one of its gateways in tolerable condition lay in excavation a little to the south of the middle of the west wall. It was therefore gratifying to learn in April last that this site had been cleared of bomb rubble and could be examined before it was due for redevelopment. Hundreds of City workers have daily lined the north wall of Falcon Square to watch the diggers as they first uncovered another bit of the fort wall and then followed its course to its junction with the north turret of the gateway.



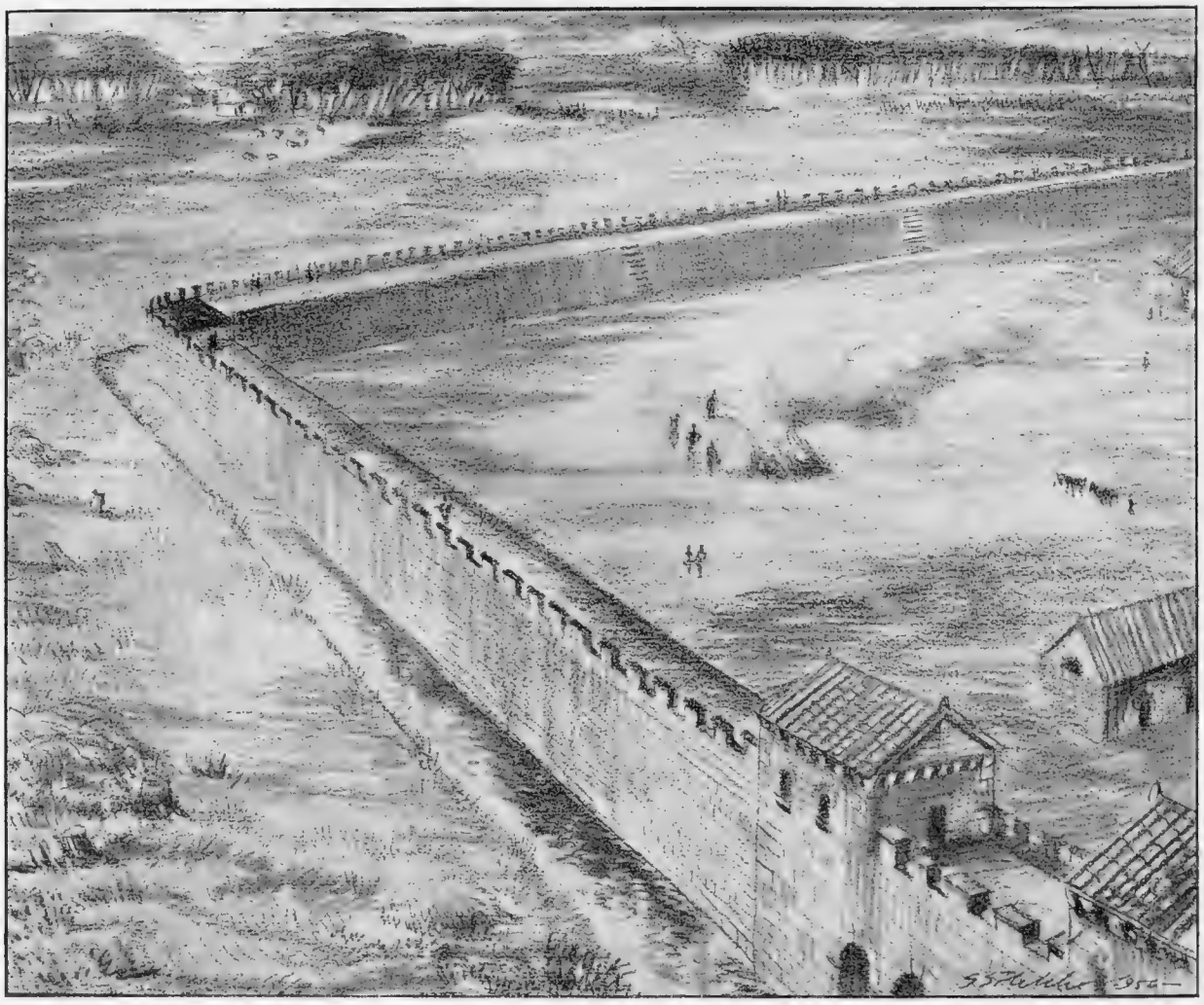
THE SITE OF THE ROMAN FORT OF LONDON: Excavations are being made on the foundations of the Westgate way Tower. This was the west gate to the fort which probably dates from the first century A.D. The lines and dots show its almost square walls. The parts from the S.W. to the N.E. corner were later incorporated in the City Wall.

Cesspits and cellar-walls have gravely interfered with the Roman structure, but enough remains to give a clear picture of its character. The Kentish ragstone walls of the gate-turret rest on a plinth of massive slabs of brown sandstone, brought in from the Maidstone region. On the west the plinth projects slightly from the face of the fort wall but the turret-wall aligns with it. Externally the turret is 15 ft. square and probably stood between 25 and 30 ft. high: the guardroom within is 8½ ft. square, with a narrow doorway at the south-east corner. Several of the sandstone blocks have small rectangular grooves indicative of their having been handled by a Lewis, the giant pincers used by Roman builders.

The roadway is divided into two, by two rectangular blocks of masonry (5 ft. by 3 ft.) aligned with the east and west faces of the gate-turret. This type of *spinus* is common at the entrances to forts on Hadrian's Wall in North Britain. The blocks, mainly of sandstone, supported the inner sides of the arches over the two roads. Each road, 8½ ft. across, could be closed with a pair of doors: rather worn depressions in plinth and *spinus* show the position of the posts carrying the doors of the north road. The south road and its turret lie beneath Falcon Square. A patch of gravel behind the north turret represents the road which followed the line of the rampart right round the fort.

(Continued on following page)

THE FOUNDATIONS OF THE ROMAN DEFENCE FOR LONDON: Interested spectators look from various angles on the foundations of part of the west gate of the fort built in London by the Romans nearly 2,000 years ago from stone quarried near Maidstone and elsewhere in Kent. The excavations lie at the junction of Silver Street and Falcon Square.



THE FIRST DEFENCES OF LONDON: The artist's impression shows a section of the Roman fort of the first century A.D. In the right foreground is the west gate, the foundations of which are now being excavated. Behind the walls there is a wide space kept empty for tactical reasons. Outside the walls the immediate area has been cleared of possible cover for the enemy.

A TURRET OF THE GATE TO THE FORT: The section uncovered a few weeks ago reveals foundations resting on a massive square slab of brown sandstone from Maidstone. There are grooved marks in the slab which indicate that it was lowered by a lewis, the apparatus of giant pincers employed by the Romans. The remains of the surrounding walls are of Kentish ragstone.

LONDON'S ROMAN FOR

(*Continued from previous page*)

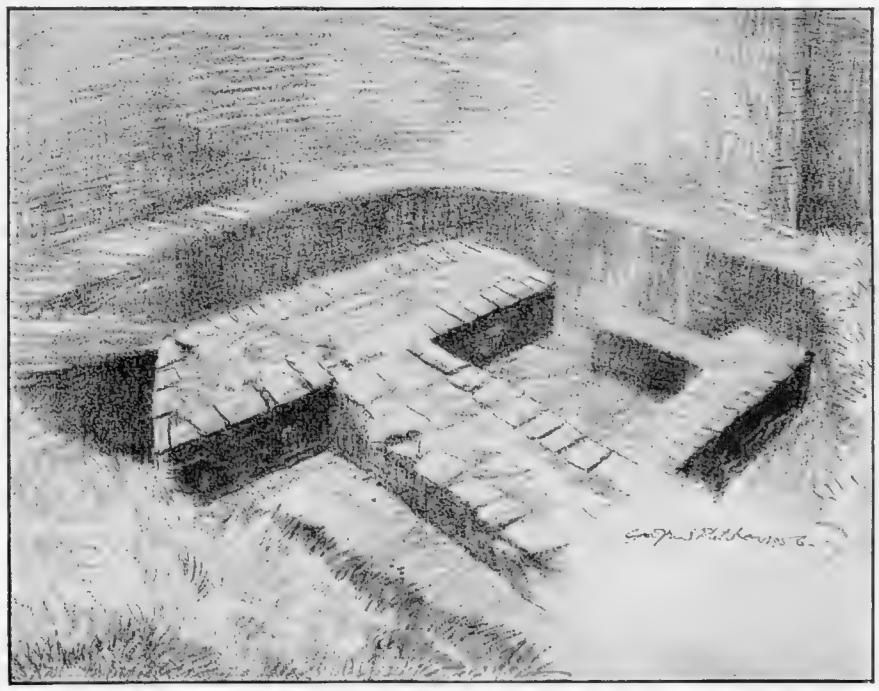
Both the doorway of the guardroom and t gravel of the road suggest at least two periods activity. These have yet to be studied in de Dateable finds have been scarce; but a few potsher from the floor of the guardroom support the l first century A.D. date.

For over a century the fort stood alone on t north-west outskirts of the growing city. When was decided, *circa* A.D., 200 to wall the built area the citadel was naturally incorporated in t defences. The north wall of the city was taken to the north-east corner of the fort (now Alderm bury Postern) and continued inside its north a west walls, thickening them to the required wid This accounts for the intriguing duality of the w on these two sides of the fort. From the for south-west corner the " new " wall turned west Aldersgate and on to Newgate, thus creating Aldersgate re-entrant. Whether the fort retain its identity or whether, with south and east w demolished, it was completely merged in the c is uncertain. The strong influence of the for layout on the street-plan as it has come down us suggests its survival beyond A.D. 200.

Work is now in progress in the hope of discov ing that traces, however slight, of buildings in the fort may still exist

THE ENTRANCE TO THE BARRACKS OF THE FIRST SOLDIERS TO GARRISON LONDON: The artist has reconstructed, from the evidence available to-day, the west gateway to the fort as it would have been familiar to the legionaries stationed in London about A.D. 100. A wooden bridge over the ditch led to a double-arched gateway. Inside the left, or north portal, was the guardroom. The tops of the turrets on both sides of the gate had tiled roofs which served as a protection from bad weather for the guards on duty on the walls.

THE ROAD THROUGH THE FORT: The drawing, made from the reverse position of the photograph on the opposite page, shows in the foreground the outline of a gravel road in accordance with Roman regulations, it followed the line of the ramparts round the fort.



THE START OF AN IMPORTANT ARCHÆOLOGICAL DISCOVERY: The foundations drawn here were found seven years ago beneath the line of the Roman Wall. They suggested a turret in a Roman fort, the existence of which is proved by the latest discoveries.

Fleet Air Arm Presentation

The Queen Presents her Colour to the Fleet Air Arm

THE PRESENTATION OF THE QUEEN'S COLOUR TO THE FLEET AIR ARM: A helicopter of the Royal Navy flies over the parade being held on one of the runways of the naval air station at Lee-on-Solent. The occasion was the Queen's presentation of her Colour to the station for the first time "in recognition of the size and status of the Fleet Air Arm." Naval air stations in all parts of Great Britain were represented at the ceremony, following which more than a hundred naval aircraft took part in a fly-past. Her Majesty was accompanied by the Duke of Edinburgh. *Below*—A helicopter taking part in the fly-past passes naval units, including some belonging to the Reserve Fleet, lying in the Solent.

Types and Prototypes

A Survey of Recent Aeronautical News Items and Events

On left—**A NEW VERSION OF THE BRISTOL BRITANNIA:** A larger, faster and more powerful type of the turbo-prop airliner, the Bristol Britannia 301, takes off on its first flight from the Company's airfield at Filton, Bristol. The aircraft is the prototype of the series 300-310 Britannias and will be used for certification tests on this new series. The aircraft of this type have a fuselage 124 ft. 3 ins. in length (10 ft. 3 ins. longer than the Britannia 100) and are powered by four Bristol Proteus 755 turbo-prop engines developing 4,120 h.p. each. The Britannia 100 has four Proteus 705 engines each developing 3,900 h.p. Twenty-six Britannia Series 310 airliners have already been ordered by B.O.A.C. and foreign airlines.

FOLDING STAIRS FOR THE VICKERS VISCOUNT: These built-in folding stairs are the first that have been fitted to a British aircraft. They save time in turn-round and also enable the plane to be independent of expensive ground equipment. The stairs can be fitted to any new Viscount on the customer's request and will also be part of the standard fittings of the Vickers Vanguard.

THE 1649A SUPER CONSTELLATION: The new Lockheed Super Constellation receives its 150-ft. wings as a crane slides them into position alongside the fuselage. The slender, tapering wings are 23 ft. longer than on the Super Constellations now flying. Their one-piece structure makes them the longest single aircraft components ever assembled. The fuel tanks in the wings hold 9,600 gallons of fuel, which is enough for 6,400 miles of non-stop flight. This will mean that every European capital will be within the plane's non-stop range from the international airport at New York.

A SUCCESSFUL SEA HELICOPTER: A Whirlwind Mark II helicopter fitted with inflatable pontoon landing equipment takes off from the water at Calshot, Southampton. This was part of the tests carried out by the makers, Westland Aircraft Limited, with a view to obtaining an Air Registration Certificate. The helicopter was loaded to maximum all-up weight of 7,500 lb. and the undercarriage replaced by a tubular structure carrying pontoons of American manufacture. The base of each pontoon is fitted with a steel skid to protect against puncturing when the aircraft lands on the ground. Inside each one is a spring-loaded telescopic shock absorber which helps to support the skid. Included in the tests were taxi-ing and take-off, backward flight and landing distance measuring. Tests were also carried out to determine the ranges of altitude and forward speeds from which it is safe to make "engine-off" landings.

ANGLED DECK AND MIRROR-SIGHT LANDING ON H.M.S. "EAGLE": A United States Navy Cutlass jet fighter makes a landing on the aircraft-carrier H.M.S. *Eagle* during a recent tactical N.A.T.O. exercise. For many of the American pilots who landed this was their first experience of the angled deck and mirror-sight landing aid.

OLD WALLS MADE GOOD

Repairs at St. David's, Shaftesbury and Faringdon; and an Example of Village Pride in Gloucestershire

On right—

THE BIGGEST CHURCH IN WALES IS BEING RESTORED: At St. David's Cathedral, Pembrokeshire, work is being carried out to restore the fabric which has deteriorated through the ravages of time and from the effects of sea air. The box-brown stone from Bath, which is being used in the restoration work, is dressed and carved in Bristol from templates made from the old stones. The cathedral, built in the cruciform style, was begun in 1180 and restored in the last century. It stands on the site of a church built by St. David.

Below—

SHAFTESBURY'S PRE-REFORMATION CHURCH IS IN NEED OF REPAIRS: St. Peter's is the only ancient church in the Dorset town which has survived without being rebuilt. It stands in the High Street, next to the Town Hall, on the side of a steep hill. This has caused the foundations to slip and much effort has been made in the past to buttress and brace them. Now the church is in a bad state of repair and a great effort is being made to save it. An appeal for £10,000 has been launched and so far £1,200 has been raised. The oldest part of the church dates to the thirteenth century.

FINANCIAL HELP FOR A PROMINENT FEATURE IN A SMALL COUNTRY TOWN: Faringdon Old Town Hall, in Berkshire, is to receive a grant from the Ministry of Works on the recommendation of the Historic Buildings Council towards the cost of its repairs. It is owned by the Trustees of Faringdon War Memorial, who have leased the building to the County Council for use as a public library. The old Town Hall has stood in the centre of the market-place since about 1700. It is a modest rectangular building, probably of timber studding rough-rendered, with one large room standing on six stone Doric columns and two stone piers supporting wooden lintels. The hipped roof of the building is covered with Cotswold stone slates, and there is also a deep-eaved modillion cornice.

On left—

RURAL ENGLAND AT ITS BEST—THE "BEST-KEPT GLOUCESTERSHIRE VILLAGE": Eastleach, in South Gloucestershire, has been awarded the Bledisloe Cup for the best-kept village in the county this year. A large number of villages compete for the cup and title each year, and they are judged by a committee appointed by the Gloucestershire branch of the Council for the Preservation of Rural England. Tidiness and freedom from litter, and the condition of the village walls and garden fences, are among items taken into consideration by the judges.

SOURCE OF FOOD FOR COMMUNISTS IN THE IMPENETRABLE JUNGLE OF NORTHERN MALAYA: A small clearing or ladang has been made in the thick forest and will be planted with food by Malayan aborigines, who live in the jungle. The Communists, now driven into the heart of the jungle, either demand a percentage of the food grown by the aborigines or employ them as gardeners. This picture was taken from a British Auster aircraft. When a ladang has been spotted it is strong evidence that Communists are nearby. Then the 22nd Special Air Service Regiment can start employing its specially devised jungle tactics against them.

THE PATTERN OF CROPS IN A LADANG: The layout of the strips surrounded by a fence in the jungle clearing is easily recognisable from the air. In the top left-hand corner is a shelter for the aborigines. They cultivate the crops for the Communists against whom the S.A.S. is carrying on its relentless campaign.

S.A.S.— WARFARE IN THE JUNGLE

The 22nd Special Air Service Regiment Attacks the Communists in Malaya

By Major C. L. D. NEWELL, M.B.E., S.A.S.

Photographs by Captain J. L. A. PAINTER, R.A.

S.A.S. are initials which stand for a British regiment which, though young in years of history, is already one of the most distinguished, exclusive and up-to-date of H.M. Forces. In the fight against Communism in Malaya, the hand-picked S.A.S. soldiers of to-day are continuing the uniquely high traditions established by the Regiment's first members in fighting Rommel in the Western Desert.

THE Special Air Service Regiment was formed in July 1941 in the Middle East by Lieutenant David Stirling. The unit, which was then named " L " Detachment Special Air Service, was designed for long-distance raiding and reconnaissance in the Western Desert and in particular for attacks on communications, airfields and enemy headquarters. It was based on the principle that small parties of highly-trained and determined men are capable of doing damage out of all proportion to their numbers when at large in the enemy rear areas.

As the unit was required to work in small numbers, a very high standard of self-discipline, initiative and determination was required of all ranks. Selection was exacting and only some five out of every 100 volunteering were accepted. The successful ones were put through intensive training in the use of both Allied and enemy weapons, explosives, small boats, advanced navigation, and many other subjects. Each man was trained to drive a vehicle. Finally, all completed a parachute course.

The unit first went into action on November 11, 1941. By the end of the North African campaign a total of 351

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THE BASE FOR A SPECIAL AIR SERVICE JUNGLE OPERATION : The shelter, or basha, may be the headquarters of the Squadron Leader for several weeks. It is made of bamboo with a waterproof cape for a roof. The cross-pieces are held in place by rotan lashings. Ration boxes dropped from the air are used as cupboards and rations are stacked behind the carbine on the right.

BREWING-UP BY THE SIDE OF A HELICOPTER LANDING-PATCH IN NORTH PERAK : A mess-tin is on the fire, near which water-bottles are hanging. The brew will probably be made in the biscuit-tin on the right. The jerrican (extreme right) has contained petrol for the power saw which was dropped from the air and used in clearing the landing-patch in the dense Malayan jungle.

THE HEADQUARTERS OF A SQUADRON (ground is the dining table. A la base is normally sited on the e

A JUNGLE FIGHTER'S BILLET UNDER poncho and ferns cover the fr with parachute cord. On the rig

S.A.S.—WARFARE IN THE JUNGLE

(*Continued from previous page*)

enemy aircraft had been destroyed on the ground and many successful attacks made upon communications and enemy installations.

In October 1942 "L" Detachment was renamed the 1st Special Air Service Regiment, and in April 1943 it was joined in North Africa by the 2nd Special Air Service Regiment which had been raised in the United Kingdom and trained on similar lines.

Both Regiments took part in the Sicily landings, and in June 1944 on D—1, parties parachuted into Normandy, Brittany and Central France, while one squadron was parachuted into Northern Italy.

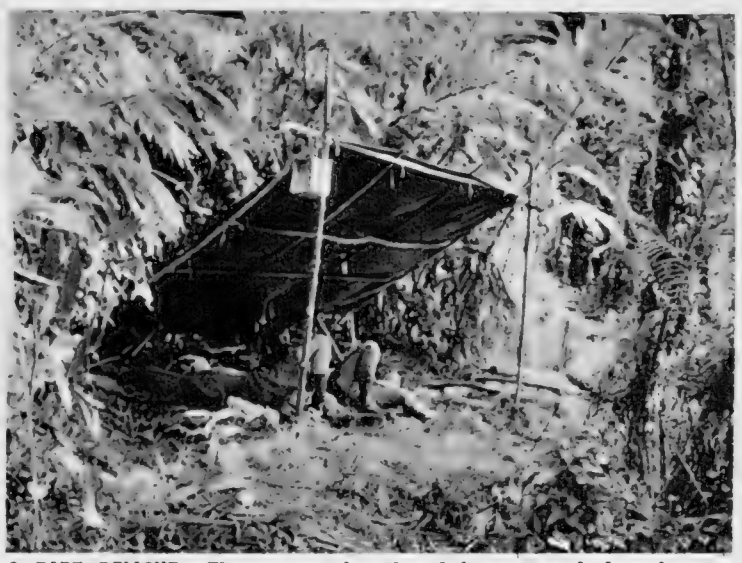
At the end of the war in Europe preparations were made to move the S.A.S. Regiments to the Far East, but these plans were cut short by the surrender of the Japanese forces, and the Regiments were disbanded in June 1948.

However, in September 1947 a Territorial Special Air Service Regiment had been formed and amalgamated with the Artists' Rifles. It was named the 21st Special Air Service Regiment (Artists' Rifles), T.A. This was followed in April 1952 by the formation of the first peacetime regular Special Air Service Regiment, the 22nd S.A.S. Regiment. Both these units are composed entirely of volunteers, who must first pass a searching selection process befo being admitted. Members of the Regular Regiment, addition to being trained soldiers, must pass a selectio course lasting three weeks. Those wishing to join th Territorial Regiment must be trained soldiers.

In the early stages of the present emergency in Malaya the Communist bands operated from the jungle fringes and few of their camps were located more than 5,000 yard in from a road or track. However, constant pressure b the Security Forces (Military, Police and Home Guard has forced them to disperse into small groups, seldom larger than fifteen men at a time, and to move their camp farther and farther into the jungle in order to avoid attack From these deep jungle bases they continue to emerg for short periods to carry out attacks and collect food after which they return to the jungle to rest and train

THE EDGE OF A JUNGLE CLEARING IN SOUTH PERAK : The trees have been felled with machetes and the roofs of the huts are constructed of bamboo. In the centre back-offensive operation is usually carried out by a squadron of the 22nd Special Air Service Regiment, consisting of a Squadron Headquarters and four Troops. The headquarters of a small clearing, because this facilitates the dropping of supplies by parachute. The establishment of such a camp as this is the first step in the S.A.S. offensive operation.

STRUCTION : The roof is a The cross-pieces are bound a ·300 Winchester carbine.



A RARE DELIGHT : The men under the shelter are enjoying the sun. Operating for days in the dense jungle into which the sunlight seldom filters, they lose their tropical tan and become white in complexion.

A TIME FOR RELAXATION : In the two-man basha the soldier is reading. On left weapons lie on the home-made table. The marks on his legs are leech-bites. Reading is one of the few relaxations in the jungle.

This movement into the interior of the country began in late 1951 and has been steadily stepped-up ever since, until to-day the majority of the semi-permanent camps may be located anything up to six days' hard marching from a roadhead. The withdrawal from the jungle fringe has very greatly increased their difficulty in finding food, which, in the early days of the emergency, was obtained largely from the civilian population, either from supporters or by blackmail.

They have, therefore, in many instances, sited their new camps in areas inhabited by the Malayan aborigines, who grow the majority of their food in small clearings (ladangs). The foods grown consist mainly of sweet potatoes, tapioca, a form of cucumber, melons, and chillies. This vegetable diet is eked out by wild pig, which is killed by means of spring spear traps or pits, small animals killed by blowpipe and fish.

The Communists make use of the aborigines in two main ways :

(i) As gardeners in purely Communist allotments or by taking a percentage of the food grown by the aborigines for themselves ;
(ii) By using them as an " early warning screen " to provide advanced information of any Security Forces that may penetrate into the area.

In this latter role the aborigines are invaluable, for, being almost animal-like in their ability to move silently and swiftly through the jungle and in their speed of reaction and sense of smell, they are able to watch troops without being seen. They are able to stalk and follow a patrol for a considerable period without the patrol being aware of their existence.

The hunting of terrorists in such an area poses considerable military problems, chief of which are :

(i) The distance of the Communist base areas from a roadhead. These may be up to six days' march for seasoned troops ;
(ii) The small size of the Communist units ;
(iii) The lack of information as to the location of the camps in jungle where the average visibility is 15 yards ;
(iv) The lack of accurate maps. Very large areas of the Malayan interior have never been surveyed, and in many cases have never been penetrated by a white man ;

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A SUPPLY PARTY FOR ADVANCE TROOPS: Aborigine porters with an armed escort prepare to set out from a squadron base north-east of Tapah to supply a troop base. Each member of the escort carries the same load as a porter. The packs are held on the shoulders by slings made from parachute harness. The petrol and oil on the right are used for charging the portable engine for the squadron headquarters' wireless batteries. British troops soon win over the aborigines and obtain help from them.

THE END OF A SUCCESSFUL OPERATION: Troops board a train after carrying out an offensive sweep in the jungle of Northern Malaya. In the extreme left of the trucks a man-pack frame can be seen holding a wireless set on the back of a wireless operator.

ON THE RAILWAYS TROOPS MUST STILL BE ON THE ALERT: The searchlight on the end of the truck is used for searching the jungle at night for terrorists lurking by the line. The cord round the hats of the soldiers in the left foreground is parachute braid.

S.A.S.—WARFARE IN THE JUNGLE

(*Continued from previous page*)

(v) The aborigines' "early warning screen";
(vi) The Communist tactics whereby they disperse on the arrival of troops in their area and lie low until the troops withdraw.

To employ infantry against an enemy in such areas is scarcely practicable. Deployment in small numbers and the re-supply of the troops engaged are problems which cannot be dealt with by the standard formations. To fight such an enemy, troops must be capable of operating by stealth in twos and threes for very long periods at a time without relief. So, when it became apparent that the Communist bases were getting beyond the reach of the conventional units of the Army, a regular S.A.S. Regiment, the 22nd, came into being.

This Regiment was formed and is trained on similar lines to the wartime S.A.S. Regiments. Each man is selected primarily as an individual with a sense of adventure. He must be a man able to support the long periods of loneliness which small party operations entail. He must have a sense of humour and be able to live with one or two of his companions for long periods, under very difficult conditions and without losing his sense of perspective.

His whole training is then directed to increasing his self-reliance and initiative and to bringing him to the state where, if necessary, he will act, and act quickly, without waiting for orders. He is expected to carry out the normal routine duties of a soldier, such as looking after himself, his weapon, his turn-out and his camp without constant supervision by officers or N.C.O.s. He is expected to be smart and well-turned-out because he has a pride in himself and his rôle and not because he will be punished if he falls down. A man who does not come up to this standard is returned to his parent unit as unfit for service with the S.A.S. Men of this calibre can undertake tasks which otherwise would not be possible. An S.A.S. troop carrying fourteen days' rations in addition to the weapons and equipment, can cover up to 15,000 yards a day in mountainous jungle—and yards are the unit of measurement in such terrain. Its members can operate for periods up to four months at a time without relief.

LAUNCHING UNDER DIFFICULTIES: A heavy raft is lifted over an obstacle to the river in the Belum Valley, Perak. Left is Sergeant G. R. Turnbull (R.A.) and right Lieutenant N. McNeil (Border Regiment). Both were volunteers from their regiments for the S.A.S.

GOING INTO THE RIVER: The raft is safely launched into the water. The bamboo poles are tied with rotan (split creeper). On the left an aborigine stands by the forward steering oar. The white pack on top of the pile holds salvaged store parachutes.

MEN OF THE S.A.S. TO-DAY MAINTAIN THE HIGH TRADITIONS SET BY THE ORIGINAL WARTIME REGIMENTS: The trooper in the centre of this party returning from a Malayan jungle operation has his Bergen rucksack, with padded shoulder straps, in front of him. The average age of these men of the 22nd S.A.S. Regiment is twenty-four. They are highly-trained volunteers and have inherited the standards of self-discipline and initiative established by their predecessors in the first S.A.S. in the Desert war.

In order to reach the operational area, the S.A.S. may go on foot, by helicopter or by parachute. The last method has been adapted to jungle conditions by the Regiment and special equipment has been devised by them to enable a man to lower himself when his parachute becomes hung up in a tree. The trees in primary forests in Malaya may reach 240 ft. in height, rising a sheer 180 ft. without a side-branch.

The equipment carried enables a man who finds himself swinging at this height to lower himself and hit without injury. No protective clothing other than a helmet is worn for this parachuting. In this respect it is interesting to note that every man on joining the Regiment signs a form that he is prepared to parachute into the jungle or any other obstacles" !

S.A.S. operations are mounted by G.H.Q. Malaya and usually take one of two forms :

(a) A reconnaissance to establish whether the Communists are using a certain section of the jungle ;
(b) An offensive operation to disrupt and destroy the Communist organisation in an area where it has been established, through intelligence and Police Special Branch sources, that they are living.

Reconnaissances are always carried out in very small parties, while the strength of an offensive party depends upon the size of the area and the target likely to be encountered. In a large area the formation used is normally a Squadron, consisting of a Squadron H.Q. and four Troops.

The Squadron will usually move into the operational area at four widely-separated points, each Troop entering independently into its pre-arranged sector, where a Troop base is set up. This base, which may be occupied for several weeks at a time, is made as comfortable as possible under the circumstances and will consist of a series of shelters constructed from bamboo, with either a waterproof poncho cape or attap leaves for a roof. Each shelter normally houses three men, although in the Troop with which the Squadron Headquarters moves these may be larger. These bases are normally sited on the edge of a small clearing, if one can be found, in order to facilitate the reception of supplies by parachute and to take advantage of the sunlight, which is only seen in clearings.

As soon as the Troop base is established and contact made with the Regimental Control by wireless, patrolling begins. Three-man patrols will be sent out

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S.A.S.—WARFARE IN JUNGLE

(*Concluded from previous page*)

and will usually work on a compass bearing, avoiding all tracks except to note whether they have been used recently and by how many people. These patrols will remain out for up to six days. On reporting back to the Troop base a picture can be built up of any Communist movement within the area. This collecting of information is a slow and tedious process which may last for weeks without a sight of the enemy. It is a process which places a very considerable physical and mental strain on the troops taking part.

When eventually the enemy is located, the resulting shooting will only last for a matter of seconds, for the Communist tactics are to scatter immediately on attack. It is essential, therefore, that the first burst of fire should kill, and a very high standard of training is required to bring this about. Unless each man is on the alert the whole time he may ruin the result of many hundreds of man hours' patrolling.

In order to patrol successfully in a Communist-dominated aborigine area, the troops must possess a very high standard of fieldcraft to enable them to take on the aborigine at his own game as a preliminary to winning him over to our side. This must largely come by practice on the ground, although much can be done in the preliminary training period. Patrols are, therefore, usually formed with two experienced men and one who is in his first year with the Regiment. By the end of a year many of the Troopers can track and stalk as well as the aborigine.

Once a Troop is established in an aborigine area, efforts are made to win them over, and at this the British soldier is at his best. It is seldom more than two or three days before tentative advances are made by the aborigines who, although being shy, are a very friendly people with a burning curiosity concerning any newcomers to their territory. Once the aborigine is won over by a combination of British blarney, medical treatment and occasional gifts, the task of locating the Communists is much simplified, as the aborigine will then give information as to their whereabouts. But, being a primitive people with no understanding of the issues at stake in the outside world, they may cheerfully inform on both sides at once.

While this may mean that the difficulty of contacting the Communists is increased, it also means that the Communists must move and start the business of growing food elsewhere. Concentrating on living, they become weaker, their morale sinks and they are unable to carry out attacks outside the jungle.

AN AIR SUPPLY DROP IN PROGRESS: A grenade has been exploded so that its smoke can guide the aircraft over the dropping zone, which is an overgrown ladang. Each man is observing a separate parachute and is responsible for locating where it falls. The frame on the right is for drying clothes in the sun.

On left—

AN S.51 HELICOPTER TAKES OFF: The aircraft is used in the Malayan jungle for evacuating sick and wounded and for liaison visits from the regimental base to S.A.S. troops.

SUPPLIES ARRIVE FOR THE JUNGLE FIGHTERS: The parachute has overshot the dropping zone and the man in the foreground is carefully observing its descent. Unless the position is marked at once, it might be extremely difficult to find it among the thick Malayan jungle, where average visibility is no more than 15 yards.

Southampton Honours the "Moyana's" Crew

The Cadets who Manned the Ketch Attend a Civic Reception

THE CADETS OF THE "MOYANA" PARADE THROUGH SOUTHAMPTON: Headed by those who crewed the ketch *Moyana* to victory in the Torbay-Lisbon Sailing Race, the cadets of the Southampton School of Navigation march through the ancient Bar Gate of the city to attend an official civic reception. The 103-ton *Moyana* sank in a fierce storm off the Lizard on the return to Britain. All the crew had been rescued by the cargo-vessel *Clan Maclean*. To mark their great achievement the cadets paraded through Southampton and were then inspected by the Mayor of the city.

TH TROPHY PRESENTED BY THE PORTUGUESE PRESIDENT: Cadet Robert Fewtrell, who remained at the wheel of the *Moyana* until the vessel was abandoned, shows the International trophy to the Mayor of Southampton.

THE PRIDE OF THE CITY: The cadets of the Southampton School of Navigation march through the streets of the city on their way to the civic reception. At the head of the column are those cadets who took part in the International Sailing Race.

Climbing Ben Lawers

An Indomitable 75-year-old Lady Climbs the Scottish Mountain to Join in an Unveiling Ceremony on the Summit

The occasion of the unveiling of a mountain indicator on the summit of Ben Lawers (4,000 ft.) to celebrate the twenty-fifth anniversary of the Scottish National Trust was also the occasion for seventy-five-year-old Miss Helen Gordon, from Bearsden, near Glasgow, to climb the mountain. A notice which appeared in the Press, inviting anyone interested in seeing the ceremony of the unveiling to join in the climb, gave her the idea of going herself.

She rose at five in the morning, packed a shopping-bag with a few sandwiches, took a walking-stick, and caught the train to Perthshire. On her arrival she started up the mountain with about a hundred other climbers who soon left her behind, not expecting this little old lady to make much headway against the steep slopes.

But, as one after another, the climbers dropped out to take a rest from panting lungs, Miss Gordon passed them by, resisting the temptation to sink down on the grass, for she intended to get to the summit, where Mr. Tom Weir, the Himalayan climber, was to unveil the indicator. The route of the ascent was chosen deliberately for its steepness, because on these slopes grow the finest Alpine flowers. There was no path. The slopes were steep and loose, but Miss Gordon did not turn back.

THE GATHERING ON THE SUMMIT: Seventy-five-year-old Miss Helen Gordon, from Bearsden, holds her hat in the wind on the top of Ben Lawers.

When she stepped on to the summit she received an ovation from the crowd of admiring people gathered there. But she was too shy to accept the offer to unveil the cairn. "You would think I was an important person," she said. "I'll just sit down and keep out of the way."

She was very tired at the end, "but the view over lochs and mountains was well worth it. I just wanted to go to the top since this is probably the last mountain I shall ever climb."

ON THE SLOPES: A group of climbers makes its way up the last rocky rise to the summit of the 4,000-ft.-high Ben Lawers, in Perthshire. In the background is a panorama of mountains. This side of Ben Lawers is well known for its Alpine flowers.

THE EARLY ARRIVALS: A small party of climbers sit down near the summit of the mountain while waiting for the rest to arrive for the unveiling of the mountain indicator cairn which celebrated the twenty-fifth anniversary of the Scottish National Trust.

THE CAMERA RECORDS—

News Items of Current Interest from Europe, the Far East and America

ARCHBISHOP MAKARIOS GOES TO THE LIBRARY : The exiled Cypriot Archbishop browses through some of the books on the shelves of the library on the island of Mahe, in the Seychelles. On the left is his escort, a young native policeman who follows him whenever he leaves his quarters. The population of the island have now become accustomed to seeing the Archbishop about the narrow streets and take little notice of his comings and goings. During most of his walks and tours he is accompanied by the Greek-Cypriot priests who were deported with him from Nicosia.

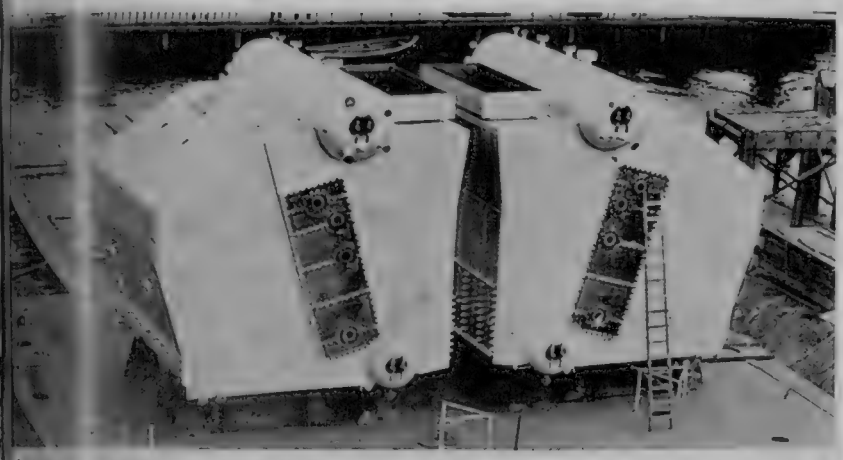
BEATING THE BOUNDS IN YORKSHIRE : An estate worker carries the flag of the Darley family, of Spaunton Manor, Farndale, Yorkshire, during the ceremony of the beating of the bounds of the property. On his left is Mr. Geoffrey Wardle Darley, the Lord of the Manor. The last time that the old custom was observed was in 1930, when Lieut.-Colonel C. G. Darley succeeded to the extensive family estates.

GALE DAMAGE IN THE KENT HOPFIELDS : Two workmen struggle among a tangle of fallen hop-poles blown down by the force of the recent gales at Horsmonden, in Kent. Many acres of hops were damaged by the gale-force winds and persistently heavy rain which swept the Southern counties.

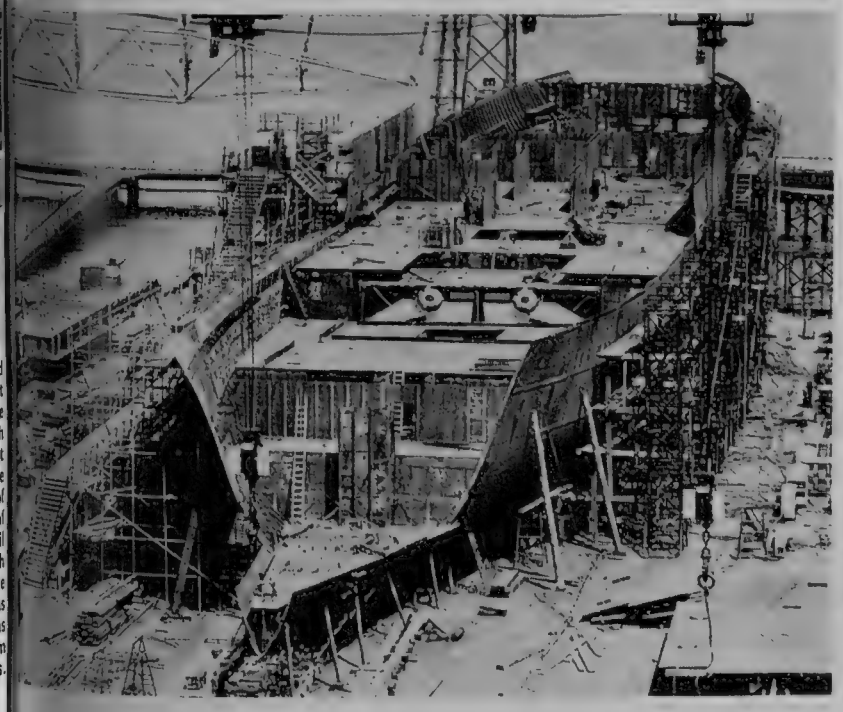
THE DUKE OF EDINBURGH AT A SLATE QUARRY : The Duke sits in a small freight wagon while making a tour of the world's largest slate quarry situated among the hills at Dinorwic, in Caernarvonshire. The quarry lies 2,000 ft. up in the hills and spreads out extensively among the rocky slate-sown slopes. The Duke's visit was part of his industrial tour.

A STEEL BRIDGE IN THE GOLD COAST : Engineers and workmen stand near one of the unfinished joints during the erection of the last arch members of the new steel bridge over the Volta River. The bridge is a single span forming a high-tensile steel arch crossing the river five miles north of the present ferry link at Senchi. *On left*—A view from the south of the bridge as the last lateral members are put into place. The two sections of the arch, which were built out from the east and west banks of the river, were held back by cables to concrete anchorages until the spans met over the water. The erection of the deck which will be suspended from the arch has now started, and the whole bridge is due to be completed by the end of the year. It was ordered by the Gold Coast Government to improve communications with Togoland. The Consulting Engineers are Sir William Halcrow and Partners and Messrs. Freeman Fox and Partners.

A NEW FERRY TERMINAL IN NEW YORK: Boats are leaving and entering the rebuilt Whitehall terminal, at the southern tip of Manhattan, of the ferry which runs to Staten Island. In the background is Governor's Island. The terminal has been recently modernised at a cost of 2,800,000 dollars (£1,000,000), and a spacious modern structure has replaced an old and long-familiar building. Passengers can now take moving staircases from the street-level to the waiting-rooms. The new terminal was opened by the Mayor of New York, Mr. Robert F. Wagner, last month.



A NOVEL SYSTEM OF SHIPBUILDING IN HAMBURG: The boilers of a new ship lie in the yards of the Deutsche Werft Company, in Hamburg. They were set up on the keel-plate of the vessel and the rest of the structure was then built around them. The experiment represented a complete reversal of the usual shipbuilding procedure, since a ship receives its engines after completion according to the customary programme. *Below*—The liner begins to grow in shape around the already-installed engines and boilers. The vessel under construction in this particular instance was a large ocean passenger and cargo liner.



AN UNUSUAL FLOOD PRECAUTION: These old car bodies have been lined up along the banks of the Kaw River, near Willard, Kansas, to divert the current away from the northern bank. The cars are anchored on an island in the middle of the channel, and serve as flood-prevention dykes when the bounds of the river are threatened.

THE GROWTH OF "ROBOT" GEAR-BOXES

Expansions by Borg-Warner and Laycock-de Normanville; Commercial Vehicles and Exports; Motoring Holidays; an Austin-Healey "Helps" St. Clement Danes; News from Rootes

By "THE SPHERE" MOTORING CORRESPONDENT

A CEREMONY was held recently at Letchworth, Hertfordshire, which is certain to have an important bearing on British motoring in the next few years. I refer to the opening of the new £4,000,000 factory built by the Borg-Warner Company for the manufacture of automatic transmissions and overdrive units.

British motorists are already familiar with these well-tried products. The automatic transmission (comprising a torque converter and two epicyclic gear trains) has been used by Jaguar for some time past and, more recently by Rootes on their Humber Snipe.

The Borg-Warner overdrive device is now available on a number of British cars, including the new Fords and certain B.M.C. models (among them the Austin Westminster Morris Isis and Riley Pathfinder).

Borg-Warner transmission will give two-pedal control to a number of different makes of car scheduled for display at the next London Motor Show in October. The Ford Motor Company is said to be interested; likewise the British Motor Corporation.

This growing use of "robot" gear-boxes on British cars is almost certain to be the outstanding technical feature of the next Show. Most of the "automatic" models will be offering the Borg-Warner transmission as an optional extra. And I am advised it will normally cost about £150, including purchase tax.

It is probable that the lowest-powered car at Earls Court with Borg-Warner transmission will be around 2½ litres, but Mr. G. Measham, the firm's chief engineer, states that simple modifications make it suitable for 2-litre models.

The U.S.-controlled company is working on designs for an automatic transmission system suitable for cars of 1,000 cc. or thereabouts. This may not be with us for three or four years, but it is good to know that it 's on the way. It looks as if the days of the clutch pedal—if not the clutch itself—are numbered.

We already have two-pedal control on some of the cheapest Continental cars, including the 2 c.v. Citroen and the Renault 750 and Dauphine models. Movement of the gear-lever controls an electric switch which throws out the centrifugal clutch. We may expect to see something of the same kind on small British cars at the next Show.

The Letchworth factory-opening ceremony was performed by Mr. Robert S. Ingersoll, forty-two-year-old president of the 250,000,000-dollar Borg-Warner "empire," which has forty factories in the U.S. and elsewhere. Their new British factory has a floor area of 5 acres and was built in the remarkably short time of thirteen months. It has a planned daily output of 500 automatic transmissions and some 250 overdrive units.

There is news, too, of the all-British Laycock-de-Normanville overdrive unit, now available on thirty different British models, either as standard or as an extra. To cope with the increasing demand for these electrically-operated units—which give a choice of seven ratios on a number of models fitted with four-speed gear-boxes—the makers are expanding their production resources to a capacity of 700 a day.

The Borg-Warner overdrive is automatic in operation and incorporates a free-wheel device, but the Laycock design is usually installed with manual control by means of an easily operated switch. This brings the selected gear into instantaneous use.

A NEW ECONOMY RUNABOUT: The Astra, in the form of a commercial station-wagon, carries two adults and 3 to 4 cwt. of luggage. Made by the British Anzani Engineering Co., of Hampton Hill, it has a 325-cc. air-cooled engine developing 15 b.h.p. with a petrol consumption of 60 m.p.g. Its maximum speed is 55 m.p.h. The cost of the Astra is £348 including £47 purchase tax.

A PRESENTATION IN THE STRAND: Mr. Donald Healey (right) presents an Austin-Healey to Major-General Roscoe C. Wilson, Commander of the U.S. Third Air Force, as the chief prize in a competition the U.S.A.F. is organising to raise funds for the organ of St. Clement Danes Church. In the centre of the group is Brigadier-General James Walsh.

The Laycock-de Normanville overdrive was used on all the five Triumph T.R. 3s which won cups for penalty-free performances in the recent gruelling Alpine Trial.

It looks as if the introduction of new and more attractively styled British cars is already helping to stop the rot as far as our export sales are concerned. That and better salesmanship, plus improved after-sale service. I refer to the latest production and export figures issued by the Board of Trade and underlined by the Society of Motor Manufacturers and Traders June export figures for cars—30,428—were more than in any month since last September. They were 7,508 up on June 1955, though it is only fair to point out that exports in that month were badly affected by the dock strike.

Publication of the June figures enables us to take a look at the first half of the year. It is not a cheering exercise. Car production fell by 47,833 to 412,907. Exports fell by 30,008 to 170,352. In other words, production dropped 10 per cent., exports by 15 per cent.

Although commercial vehicles normally have no place in these notes, I should like to place on record the splendid achievements of the British motor industry on the van and truck side. Their production and export figures keep going up and up. It does a lot to help counterbalance the difficulties the industry is having on the car side. In the first six months of 1956 commercial vehicle production was 10,000 up and exports 5,300 up. It helped the industry set up an all-time export record of over £208,000,000 when you add up the value of all its products sold abroad in the first half of the year.

The Automobile Association has also been taking stock of the past six months. It reports these trends: more holidays-at-home motorists are driving to their destinations by night to avoid daytime traffic congestion; motorists taking their holidays at home have requested, in the six months, 396,450 routes (31,000 more than in the same period in 1955); more "off-the-beaten-track" routes have been demanded.

The West Country is again the most popular holiday area for stay-at-home motorists, with Scotland a close second.

France is still the country most popular among British motorists seeking a Continental holiday, but the A.A. reports that Spain, Austria and Italy continue to attract more and more motoring families from the U.K. Scandinavia is growing in popularity for motoring holidays, and so is Ireland.

Just opposite Ingram House, the Strand home of THE SPHERE, I saw a black-and-red Austin-Healey driven up on to the pavement outside the bombed "island" church of St. Clement Danes. It was raining hard, but the driver had not missed his way. A policeman saw it happen, but said nothing. It was intentional. Official permission had been sought and given. For that Healey was driven there to be handed over to the United States Air Force. It will be the chief prize in a competition the U.S.A.F. is organising to raise funds for the organ it has promised for St. Clement Danes.

The Healey has been given for the purpose by the Austin Motor Company and the Donald Healey Motor Company. Mr. Healey himself went along to hand the car over to Major-General Roscoe Wilson, of the U.S. Third Air Force.

St. Clement Danes is being reconstructed as a shrine in memory of the men and women of the Royal Air Force killed in the war. The sum of £125,000 is needed for the purpose and the U.S. Air Force has made itself responsible for providing an organ at a cost of £25,000. "We feel deeply honoured at being allowed to associate ourselves with this R.A.F. church," General Wilson said as he formally took over the 100 m.p.h. Healey

It is unthinkable that Sir William Rootes and his brother, Sir Reginald, are considering early retirement, yet a recent Group announcement underlined the fact that they are grooming their sons to take over the organisation when the need arises.

Mr. Brian Rootes, thirty-six-year-old elder son of Sir William, has been appointed managing director of Rootes Limited, the company mainly responsible for selling the Group's Hillman, Humber, Sunbeam and Singer cars. He gets this big job a few months after his elder brother—thirty-nine-year-old Geoffrey—was appointed deputy chairman and managing director of the Group's manufacturing companies. It is acknowledged that Mr. Geoffrey Rootes is a clever production engineer and that his brother Brian is equally gifted as a salesman.

Mr. Brian Rootes was for some time in charge of all Rootes Group sales in North and South America. It was invaluable experience which helped to qualify him for his new responsibilities. The position at Rootes seems to be that under the continuing overall direction of the two brothers who built up the Group, Mr. Geoffrey Rootes is building the cars and his brother is selling them.

Their cousin Timothy, who is the thirty-one-year-old son of Sir Reginald Rootes, is now director in charge of sales and service of the Group's manufacturing companies.

NEW SPEED RECORDS CLAIMED BY ITALY: The 500-cc. Abarth car, racing driver Poltronieri at the wheel, waits to make its recent runs at the Monza track. This and a similar 750-cc. machine set up unconfirmed record speeds in their classes over 500 miles, 1,000 km., 1,000 miles, 2,000 km., 2,000 miles, 3,000 km., and 4,000 km. They are also said to have covered record distances in six, twelve and twenty-four hours.

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Britain Wins at Le Mans

A Privately-Entered D-Type Jaguar of the Ecurie Ecosse is First in the 24-Hour Race

The 1956 24-hour race at Le Mans was won again by a Jaguar, but not this time one entered by the official works team. The winning D-type 3½-litre car was privately entered by the Scottish enthusiast Mr. David Murray and finely driven by Ron Flockhart and Ninian Sanderson. It covered 2,507 miles in the 24 hours of racing at an average speed of 104.47 m.p.h. In second place, ten miles behind, came the official works Aston Martin, driven by Stirling Moss and Peter Collins. Third was the 2½-litre works Ferrari, driven by Gendebien and Trintignant, 61 miles behind the winning Jaguar. Fourth place was taken by another privately-entered Jaguar from the Ecurie Belge. There was a total of six British cars in the first eight. During the course of the race, which throughout was particularly gruelling with a wet and greasy track making the going very treacherous, there was a continual succession of accidents and mechanical troubles. The Walker-Salvadori works Aston Martin, with Peter Walker at the wheel, spun round heavily and crashed, fortunately with no serious injuries to the driver. The French driver Louis Héry crashed in his Panhard at the White House turn and died on the way to the local hospital. This was the sole fatality of this year's race.

THE START AT LE MANS : The drivers race across the track to their waiting cars for the start of the 1956 twenty-four-hour race at Le Mans. The annual gruelling race was this year won by a Jaguar of the Ecurie Ecosse, driven by Ron Flockhart and Ninian Sanderson and privately entered by the Scottish enthusiast Mr. David Murray. The D-type 3½-litre Jaguar covered 2,507 miles in the 24 hrs. at an average speed of 104.47 m.p.h.

A BURNING PORSCHE : Officials armed with fire-extinguishers surround a Porsche after it had collided with a Ferrari. The driver of the German car escaped with a badly fractured leg.

PETER WALKER'S ASTON MARTIN COMES TO GRIEF : A gendarme slows down the other cars as a rescue team drags Peter Walker from his battered Aston Martin. His injuries were found to be slight. The car had been delayed by a damaged self-starter and was trying to make up time.

THE SINGLE FATALITY : The Panhard 51 of the French driver Louis Héry lies in two parts in a beet-field at the edge of the track after it had overturned near the White House turn. The driver died on the way to hospital. Out of 49 starters, only 14 finished.

THE WINNING JAGUAR OF THE ECURIE ECOSSE : With Ron Flockhart at the wheel, the privately-entered D-type Jaguar of Mr. David Murray receives the checkered flag at the finish of the 1956 twenty-four-hour race.

The World of Books—By VERNON FANE

A BOOK OF MODERN POETRY

A New Poetry Selection ; Letters of the 1745 Rising ; and a Variety of Novels

"I DON'T know anything about poetry, but I know what I like," could, without much exaggeration, be given as the viewpoint of the great majority. Mr. C. Day Lewis and Mr. John Lehmann, however, are not among this class of people. Poets themselves, and with high critical standards and a wide range of reading, they have chosen the poems for THE CHATTO BOOK OF MODERN POETRY (Chatto and Windus. 15s.), an eminently keepable volume which spans the years from 1915 to 1955. It contains familiar and unfamiliar names and is the happy result of discrimination, some arbitrary planning and a deep love of English poetry.

The year 1745 inevitably calls to mind the Young Pretender and the Rising. Mr. Donald Nicholas has done all readers a good turn, whether Jacobites or not, in collating and editing a collection of letters written between August and December of that year and showing with great vividness what a group of people thought about the attempt, about the fighting and about the general disruption to their everyday lives. INTERCEPTED POST (Bodley Head. 16s.) makes interesting and occasionally amusing reading, as when a Dundee gentleman wrote to a friend that "in spite of publick Calamities, things go on much in the same way at breakfast, Dinner and Supper . . ."

Of two studies of musicians this week, the first is a biography and the second a romantic reconstruction in the form of a novel. SCHUMANN AND THE ROMANTIC AGE (Collins. 21s.) is by M. Marcel Brion, and has been translated from the French by Mr. Geoffrey Sainsbury. In it the author has tried with considerable success to show the composer not only as a great musician and a man of sensitive but tormented character, but to portray him in the setting and spirit of his own times.

M. Pierre la Mure has a different approach to a musician's career in BEYOND DESIRE (Collins. 15s.), as the title itself indicates. This novel, by the author of *Moulin Rouge*, concerns a well-established young man, Felix Mendelssohn, whose own music knew spectacular success but whose life was dedicated not to his own advancement but to the wider recognition of the work of his great predecessor, Johann Sebastian Bach. As he lay dying, at a tragically early age, it is said that Mendelssohn uttered these words : "Should every note of mine perish, future generations will think kindly of me, for it is I, Jakob Ludwig Felix Mendelssohn, a Jew, who gave Christians their greatest music."

THE DEAD, THE DYING AND THE DAMNED (Cassell. 16s.) is, by and large, the gloomiest title I have ever come across. Even the jacket design of the book is perfectly attuned, for the subject of Mr. D. J. Hollands' story is the Korean War and the young National Servicemen who fought in it—"old enough to die but too young to vote," as they put it. Mr. Hollands fought in Korea himself, so that in spite of the carefully fictitious naming of men and regiments, there is throughout this long book, a feeling of authenticity.

IN LOVE AND WAR (Cassell. 12s. 6d.) may or may not be close to reality but it is a very amusing little novel, written in a style as crisp as a lettuce though not nearly as green. Mr. Constantine Fitz Gibbon deals lightheartedly with the two tremendous subjects of his title and manages to show his hero in situations gay and grim, but never serious. From the days of fagging to the days when "there was nothing left to worry about except perhaps the war," young Tommy Phipps does his best to keep out of trouble but regularly ends up in love, in the Army and/or in a fix. As the author puts it, "Having now been in the Army for almost three years, I was delighted to meet some soldiers at last."

Mr. Guthrie Wilson is a New Zealand author who has the virtue of telling a story straightforwardly and without literary pretensions. SWEET WHITE WINE (Robert Hale. 12s. 6d.) is about a man, a woman and another man, a situation that has little originality of subject but which has been and probably will be for as long as novels are written the solid foundation for countless elaborations. Mr. Wilson's New Zealand setting suits the simplicity and directness of his story.

Mr. Edgar Mittelholzer has written a "comedy-fantasy" about life as it might be lived on Barbados. It is the brightest and least earnest of his novels that I have yet read, although, as before, there is an undercurrent of sad strangeness running through it. OF TREES AND THE SEA (Secker and Warburg. 13s. 6d.) is an evocative book, bringing the Caribbean sights and sounds even to the reader who has never had the good fortune to visit those seas. It is mildly funny or, more exactly, ebullient, and it is delightfully free from traces of envy and malice in its descriptions of people, of customs and of heat-provoked eccentricities. Incidentally, the attractive little drawings are by the author.

THE HOME OF THE FIRST VISCOUNT HALDANE, WHO WAS BORN ONE HUNDRED YEARS AGO: Cloan, near Auchterarder, Perthshire, was the Scottish home of Richard Burdon Haldane (1856-1928), who, during his office as Secretary for War from 1905-1912, founded the Territorial Army and created an Imperial General Staff. He was later Lord Chancellor. Cloan, which was bought by Lord Haldane's father in 1851, stands in the Ochil Hills not far from Gleneagles, the ancestral home of the Haldane family for 700 years.

THE TRUTH WILL NOT HELP US (Chatto and Windus. 12s. 6d.) is, as its author explains to us, embroidery on an historical theme by Mr. John Bowen. There are fresh ideas here which would be welcome enough even if their expression were not so intelligent. Mr. Bowen has taken an historical case in which an English ship puts in to a Scottish harbour after a voyage from India in 1704. At first the ship's company remain quiet. But weeks of inaction spoil their tempers and the tension between them and the townsfolk is alarmingly increased when the latter begin to wonder whether this is not one of the pirate ships from whose raids they have been suffering. Suspicion grows, leading finally to an investigation (there can be no basis for a trial), and in spite of the lack of any real evidence, the innocent men are condemned to death. The parallel that Mr. Bowen finds with our modern world, however, is not in the execution but in the procedure of the investigation which, with its atmosphere of poisonous gossip, accusations and little chance of refutation, is all too like the un-American Activities Committee.

MORTAL PAGEANT (Heinemann. 15s.) by John Fabricius is a romance of Florence and Fiesole in 1347, the year of the great plague. It concerns a group of wealthy and leisured people who move to their country estate to escape the disease and, as best they can, to entertain each other till it should be past or exhausted.

Mr. Ray Bradbury is, I suppose, one of the best-known writers of science-fiction stories—if that is the correct term for these imaginative, faintly Wellsian tales. But by no means all the short stories in his new collection, THE OCTOBER COUNTRY (Rupert Hart-Davis. 15s.), are concerned with such glimpses into the unforeseeable future. Some of them such as "The Watchful Poker Chip of H. Matisse," are fantastic certainly, but they are witty as well, and if highly fictional, they are by no means scientific.

Another book of short stories comes from Mr. Walter Macken, who has written about the Irish sea-coast town that has been his home, and of the lovely wild country inland from it. THE GREEN HILLS (Macmillan. 12s. 6d.) could indeed come from no country but Ireland. It has many of the elements that make up the Irish character as we see it, or recognise it in our English way.

There is good value in this week's list of thrillers and detective stories, beginning with a neat volume which contains no fewer than three of Mrs. Mary Roberts Rinehart's most classic and satisfying novels. Among them are "The Circular Staircase," "The Case of Jennie Brice," and that near-masterpiece, "The Man in Lower Ten," which I can remember reading when I was very young. MARY ROBERTS RINEHART'S MYSTERY BOOK (Cassell. 16s.) is, in other words, an unhidden treasure.

ELLERY QUEEN'S AWARDS (Crime Club. 12s. 6d.) is the ninth book in this series and includes short stories from Margery Allingham and Philip Macdonald as well as from such American writers as James Ullman and James Yaffe.

GOODBYE IS NOT WORTHWHILE (Eyre and Spottiswoode. 10s. 6d.) is a neat mystery story by Mr. William Mole, set in Barbados and concerned with one pleasant and one very unpleasant murderer.

KEATING'S PURGE

The Man who Rocked the New York Boat

"We began nosing round the trotting game and quickly found that it was the political trough of troughs. Roundheel politicians had been rewarded with millions of dollars for their help in passing statutes which enabled the tracks to milk the public. Track labour was in the grip of gangsters from the building trades rackets. Some of them owned stock, and with other stockholders such as waterfront gangsters and bookmakers, business men and politicians, they made fortunes. Here was a cornucopia of organised crime." This is a sample passage from the forthright hard-hitting book which William Keating has based on his astonishing experiences as Assistant District Attorney of New York. Written in conjunction with Richard Carter, THE MAN WHO ROCKED THE BOAT (Gollancz. 16s.) is the story of "that crazy Keating," as they called him, the fellow who was not content to dabble in a little polite law enforcement, but with relentless determination decided to crush the waterfront, the race-track and the garment trade gangsters of Gotham. His zeal was as inconvenient to the cautious practitioners of law and order as it was to the underworld itself, and Keating eventually went to gaol on an issue of privilege in relation to the right to protect confidential sources of information. This exciting book, with all the pace of a crime novel, reaches its climax with the prosecution of underworld executive Johnny Dunn.

Not proven, the enigmatic verdict which is sometimes given under Scottish law, provided the late William Roughead, that gentle connoisseur of crime, with a fine opportunity for reconstructing famous cases, leaving the readers to make up their own minds from the evidence. Now his son, Mr. W. N. Roughead, has made a further selection of those *causes celebres*, under the title TALES OF THE CRIMINOUS (Cassell. 18s.). William Roughead's skill in narration was extraordinary; he seems to have had a special ability in highlighting the moments of drama, and preserving throughout the detachment of an artist. Roughead's books brought him many friends, and he was especially proud of his friendship with Henry James, whose novels he much admired. Fourteen letters from Henry James to the author form the last chapter of this book. Most of them have not been published before. Letter No. 14, written from 21, Cheyne Walk, Chelsea, and dated June 21, 1915, refers to Bonnie King Jamie as "one of the most rounded and finished miscreants ever let loose, in a high place, upon mankind. Nothing whatever seems to have been wanting to the fine perfection of his baseness."

Books on London are legion, and why not; for London has a fascination which grows with each new discovery by those who adventure among the many villages that make up the varied pattern from Hampstead to Hammersmith and Greenwich to Putney. Norman Hillson's DISCOVERING LONDON (Herbert Jenkins. 15s.) is by way of being an introduction to the heart of the town, the book being planned in the form of ten tours of the central areas. Each tour can be made comfortably on foot in the course of a single day. A whole series of delightful marginal illustrations by Will Farrow will help the wanderer in identifying the many major monuments and points of interest. This is a new guide book which clearly calls for a sequel in the areas that lie farther afield.

In the same introductory vein and finely presented is Cedric Salter's INTRODUCING PORTUGAL (Methuen. 18s.). This is a genial and helpful book about a country which offers a surprisingly wide variety of scenery in a comparatively small area. Excellent photographs adorn the text.

TO THE HUSTINGS (Cassell. 18s.) is a selection of election scenes from English fiction, from Thomas Love Peacock to R. J. Cruikshank. It includes notable extracts from Disraeli's *Coningsby*, *The Pickwick Papers* and Trollope's *Ralph the Heir*. H. G. Nicholas, Fellow of New College, Oxford, and Lecturer in Politics, is responsible for the admirable selection. The satire is for the most part good-humoured and light-hearted, and the comparative tolerance of both Peacock and Dickens in an age of gross malpractices emerges very clearly.

Anthony Sampson has made an original and valuable contribution to the study of a multi-racial society in Africa with his book THE DRUM (Collins. 16s.), written with detachment and strong sympathy, and a firm grip of contemporary issues. Mr. Sampson has had an unrivalled opportunity for study, for he has acted as the white editor of a paper for black people.

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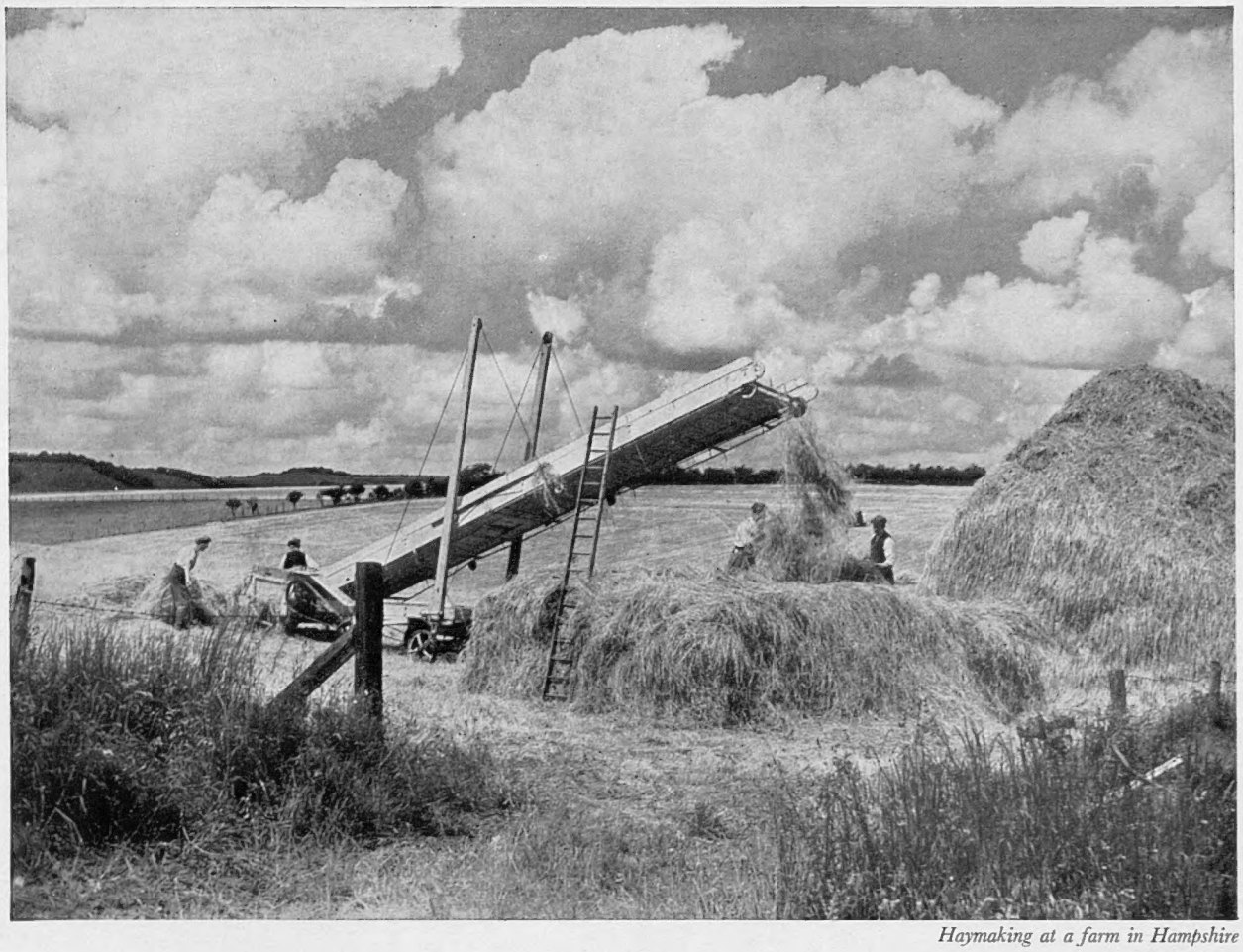

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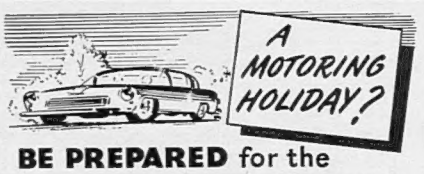

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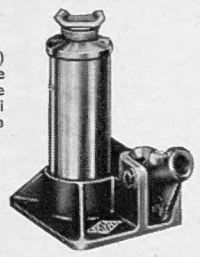

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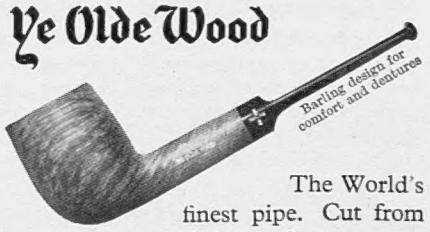

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

"WILL saturation-point be ever reached in your hotel discoveries?" I have been asked more than once. The answer is in the negative, for in the course of our travels my wife and I are constantly finding change of ownership, additions and improvements. Also we may have seen an old hotel in a new light in that we have approached it from another direction or at some different period of the year.

During the last few weeks our hotel hunting has been brimful of interest, so let me recount to you some of our experiences. On the busy A.30, the main highway between London, Southampton, Basingstoke and the West, motorists will know the straight run across Blackwater Flats, past Blackbushe Airport, and then the quick descent to Hartford Bridge. Here stands that sentinel of the road, The Whyte Lyon. Draw into its car park, cross the road cautiously and enter its portals expectantly, for pleasant surprises await you. Still very much concerned with the Road, this once coaching inn has known kings and courtiers, stage-coaches and cabriolets. Indeed, the King's Lounge, a beautifully proportioned room, is part of an extension which was built for the convenience of George III, en route to that "gentile sea bathing resort, Weymouth."

Its directive personality, Mrs. Betty Scott Easton, has not only the pleasure of inheriting an hostelry of considerable prestige but of being able to give expression to a love of hotel-keeping which is bred in the bone, for her father was well known in hotel circles. Two miles from Blackbushe Airport, air travellers and pilots welcome the opportunities which The Whyte Lyon offers for rest, repasts and refreshment. Catering is the strong suit of The Whyte Lyon to-day. Meals of distinction, *table d'hôte* or *à la carte*, are served on West End lines in the quiet restaurant with a garden view, while cold collations are available at almost any time in the buffet bar adjoining the cocktail lounge.

By sheer coincidence we found ourselves at another old coaching inn the next day, The Royal York House Hotel, in Bath, which for two centuries and more has been associated with the Road. After the last war it stood for a time, derelict and dreary. Then it fortunately caught the far-seeing eye of Mr. Max Joseph, who, with his wife, has done so much to rehabilitate so many of our out-of-date hotels.

Certainly this landmark at the top of Milsom Street now, more than at any time, deserves the preposition of "Royal", bestowed on it following the visit of the young princess, later Queen Victoria, who stayed there with her mother, the Duchess of Kent, in October 1830 (how minute she must have looked in the Regency four-poster bed which is still preserved there!). To-day, a rich regal air of elegance struck as we entered the deep pile carpeted entrance hall. On the left is the restaurant, a long, bright room with modern contemporary thought in wall decoration and lighting. Gone are the heavy drapes and antimacassars of a Victorian age. Instead one surveys the outside world through modern-style venetian blinds, which are decorative as well as utilitarian. On the right is a cocktail lounge, tastefully decorated with a rich wallpaper of maroon and gold.

An interesting touch for all visitors to The Royal York House is the collection of old prints of Bath and the oil painting in the residents' lounge of The Royal York House Hotel in coaching days. We noted, too, the room set apart for television, and the coffee bar and licensed bar with separate entrance to the street. Here an innovation has been installed; instead of the eye attraction of a tank of aquatic fish, an aviary with gay birds of plumage has been installed (this thought occurred to us—do the birds have to adjust their times of sleep to the hours of opening and shutting the bar?). Upstairs are some eighty modernly appointed bedrooms, all with radio, some with private bathrooms and each furnished with detailed thought.

Saturation point will never be reached in hotel discoveries so long as Mr. and Mrs. Max Joseph are on the job. It is always interesting to get other people's impressions on our hotel experiences and I find letters from SPHERE readers most helpful in this respect. So please do not hesitate to write me if you feel you can add your contribution on a subject of common interest.

So that I can get a check-up from time to time on our hotel discoveries, we encourage our secretarial staff to follow up in our tracks and, as a consequence, we have gleanings of at least two hotel "possibles" in Pembrokeshire (a very barren area for good hotels) and several new friends in the Channel Isles.

As some prefer these islands after the holiday rush, I append brief descriptions of two in Jersey, based on our initial glimpse last year and one of our secretary's report of this year. The first is The Links Hotel at Grouville, a very English, country hotel most suitable for family holidays. For the past three years, Mr. and Mrs. Basden Smith have owned and run this hotel personally, and how greatly it has improved under their direction. The Links is blessed with an imaginative chef and the food is varied and interesting. The bedrooms are unusually large and airy and, almost without exception, face over the links to a sandy bathing beach, which is quiet and usually devoid of day trippers.

The other hotel is La Haule Manor, St. Aubin, once an old country house, which has lost nothing by its conversion to an hotel. The friendly and personal atmosphere is maintained to the full by the energies of Mrs. Parker, who sees that all her guests feel quickly at home. The dining-room is light and airy, and its large windows provide glorious views, as do most of the rooms in the hotel. It is easy to see that the head waiter takes just pride in his domain by the neat, beflowered tables. In the menus are reflected the produce from the vegetable garden, and also the fact that La Haule rears its own turkeys and chickens. Unlike most of Jersey's hotels, La Haule remains open all the year round, and what a cosy and favoured spot it is. St. Helier is but a short bus ride away for shops and entertainments.

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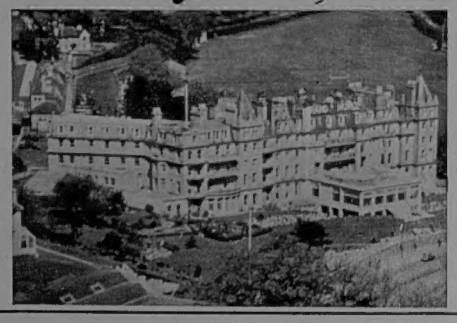

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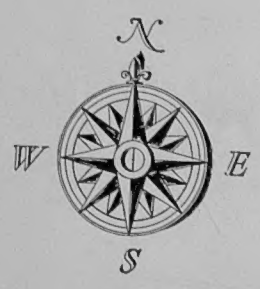

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